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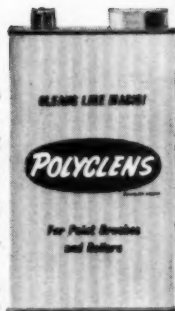
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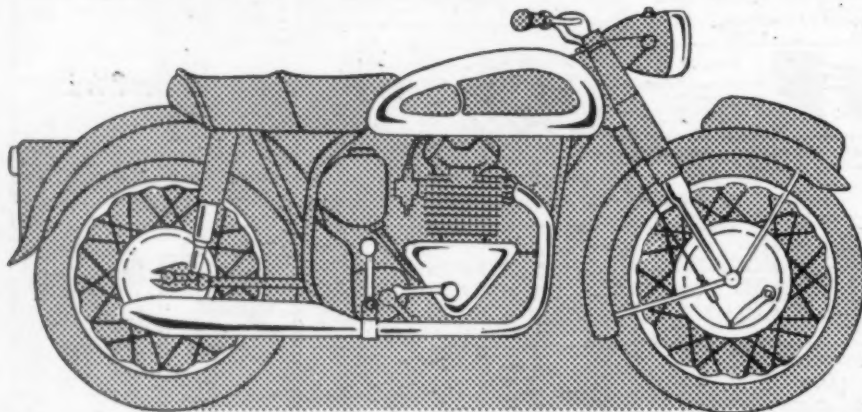
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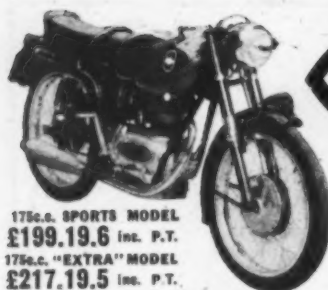


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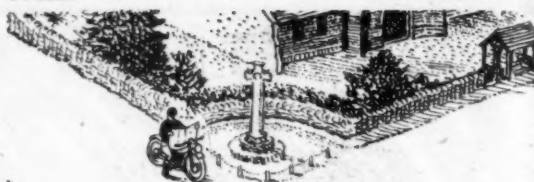
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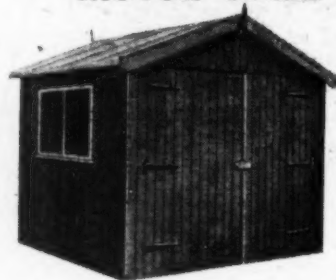
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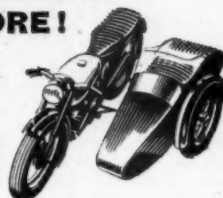
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THE MOTOR CYCLE

VOLUME 100

NUMBER 2880

Largest Net Sale in the World

THURSDAY

26 June 1958

Editor

HARRY LOUIS

Assistant Editor

GEORGE WILSON

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This picture, looking north over Loch Lomond, was taken by a reader and home-processed throughout. He used 1/100th sec at f/11, a 2x green filter and FP3 film. Photographic charts for use by amateurs appear on page 827

Mallory Controversy

NON-STARTERS at the Mallory Park road-race meeting earlier this month included three top riders—Geoff Duke, Bob McIntyre and John Surtees. Spectators were vexed and the organizers are being accused of what is tantamount to misleading the public or it is being implied that the riders have failed in their obligations. The organizers' answer is given on pages 816 and 817; valid entries were received and it was reasonable to suppose that the star men would appear. Their failure to do so has also been explained. Hence spectators have no real justification for their complaints about being misled although their disappointment is perfectly understandable.

As a show of goodwill, the managing director of the Mallory Park Circuit has offered prize money of £1,600 for a special race to be run in September if the three riders mentioned will guarantee to take part. The offer is generous but unwittingly ill-timed since it is being interpreted as an implication that very high rewards are necessary to attract the men concerned. As every follower of the sport knows, British road racing is fortunate in having world-famous riders who, when other commitments permit, compete on home tracks for the sheer fun of racing. The important point to remember is that with the best will in the world at the time of making an entry, no rider can guarantee to be on the starting line. Neither can the most painstaking organizer be certain that every rider billed as an entry will appear.

Evening Exploration

SEE your own country first, our geography masters advised us, and travel abroad afterwards. Perhaps the wisdom behind these words can be condensed even further. See your own county first, it might be said, before exploring those beyond. In this mechanical age in which we live, long-distance travel presents hard-riding motor cyclists with no problem and a great deal of fun. Edinburgh is what—ten hours from London including stops for meals? The coast is not really far away from anywhere. Perhaps it is for these reasons that many riders are missing the pleasures the countryside offers only a short distance away from their own garage doors.

Britain is the most compact country in the world. Yet many of us have become so bemused by the prospect of covering long distances that summer evenings that could be spent awheel are passed indoors or tinkering with the spanners. All the "spots," we feel, are too far away to be reached in an evening. Few of us really know our own counties. Near where you live there are lanes and byways still awaiting exploration. Why not get a half-inch map, and go out and find them?



The Phantom Fire Rider! At the Metropolitan Police Club gymkhana at The Warren, Hayes, Kent, Ernie Small, an M.P.M.C. member, takes his competition Ariel through the inferno

five and arrived back at Barnet eager for more. All I can say (with a weak scowl) is that if that is a chap's idea of motor cycling, this is a free country. But I'm all with Mr. Stewart when he remarks that the German super scooter, the Maicoletta, has a top speed of about 70 m.p.h. and is so well cooled and geared that it can cruise all day at 60. Maybe that machine is a fair answer to the matrimonial problem posed?

Positively Final

HAVING allowed enthusiastic readers to trap me into chasing the story of the Liberty aero engine, I must again apologize. I ostensibly abandoned the topic some weeks ago via a stout assertion by Granville Bradshaw that none of these engines ever powered a single plane over the German lines. Since then I have received weighty evidence that some did so fly. Justice demands this brief return to the subject, which I now abandon for good.

The First Control Cables

IN reply to several correspondents, many very early motor cycles used steel rods both for carburettor and ignition control (although the same machines might have used Bowden cables to control the rear brake and—perhaps less frequently—the front brake). Prior to 1904 the Bowden concern used to buy a motor cycle and apply its patents to all the controls for show purposes. In 1904 the first Bowden motor cycle was produced. It sold at £32 with a 2½ h.p. F.N. engine. Harold Karslake, the Manufacturers' Association librarian, to whom the

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Occasional Comments

By "IXION"

Super Scooter

ON May 29 I presented the situation of a married couple who are both keen riders but short of the cash to operate two machines. He is a tough chap who thinks nothing of a 600-mile solo trip in a long weekend to visit the old folks at home. She wants their new model to be a scooter. We all know that there are scooters and scooters, some firms allotting the honourable name to underpowered minnows with quasi-scooter coachwork. Stewart Booth, secretary of the London Scooter Club, reminds me that in the Scoot to Scotland weekend two of his members covered 900 miles on a one-two-

accuracy of this information is due, considers that the machine was deliberately marketed at an extremely low price in order to popularize the Bowden control system. It must have represented about the best value for money ever offered, considering what prices were asked for contemporary rival machines. It is, of course, common knowledge that foreign manufacturers were as swift as our own to realize how cable controls lent themselves to motor-cycle purposes. Fancy controlling your carburettor in a speed event by means of two wooden levers mounted on the top tube of the frame!

(The fact was that in really sudden emergencies we hadn't time or a hand to spare and coped with the menace of the moment by operating a handlebar switch or handlebar-controlled exhaust-valve lifter. The twistgrip was originally fitted as an emergency ignition switch.)

A Curious Contrast

IN the Senior T.T., 56 Nortons started and 37 finished, of which 35 qualified for positive awards. This was, of course, a stupendous achievement. So mighty a feat seems to have blinded some spectators to an aspect which they all noted in passing but have perhaps allowed to evaporate in their admiration. Those who fell by the way included a weird proportion of the best riders. Several of the champion or near-champion class fell out in the opening laps. For example, Lap 2 saw the end of Tanner and Brett. In the course of Lap 3, Bob McIntyre and Harry Hinton disappeared (accompanied by Duke's B.M.W., as evidence that the infection was not confined to the Norton stable). On Lap 4 a doughty pair—Castellani and Hartle (MV)—vanished. Trow exited on Lap 6. Alastair King and Keith Campbell managed to complete six laps before succumbing. To sum up, of the men who would have figured high in the betting (if the T.T. were a betting occasion), only four short-priced men survived seven laps, namely, Surtees, Bob Brown, Dale and Eric Hinton (of whom the last pair were no higher than 10th and 11th).

Missed Opportunity?

SOMEWHERE across the Channel a furious publicity manager must be metaphorically kicking himself almost to death. As we all know, MV Agusta shattered a record this June by winning all four T.T. two-wheel races—Senior, Junior, 250 c.c. and 125 c.c. He must have known beforehand that such a result was a possibility—even a probability. What did he miss? Why, he should have seized the Sidecar T.T. at the same time, for such an opportunity may never recur. It is no slight on the B.M.W. to guess that a well-handled

MV four might have beaten the B.M.W. time round the Clypse circuit. I do not know what sidecar experts were out of a job at T.T. time but we have half a dozen men at least who know that lap by heart and could probably have achieved really high speeds over it with a four-cylinder job. The opportunity may never recur because there is talk of converting the T.T. into a Formula I event which might prevent fours from competing with singles and twins in future.

Our Road Signs . . .

A LEADING article a few weeks ago backed up those readers who consider that the multitude of road signs hamper rather than help good driving. My last clanger was really bad from the police point of view. While traversing a town which I once knew well, I was musing on the weird assortment of signs which now decorate its main streets, as contrasted with the neat appearance I recalled from years ago. Thus musing, I went into a one-way street at the wrong end. I was in no real sense to blame. The one-way street was wide enough to accommodate three cars abreast and was, in fact, only scheduled as unidirectional to ease the traffic problems in a square at one end. I missed the one-way sign because it was a stumpy sign, largely blanketed by a bus when I passed.

. . . and those in Germany

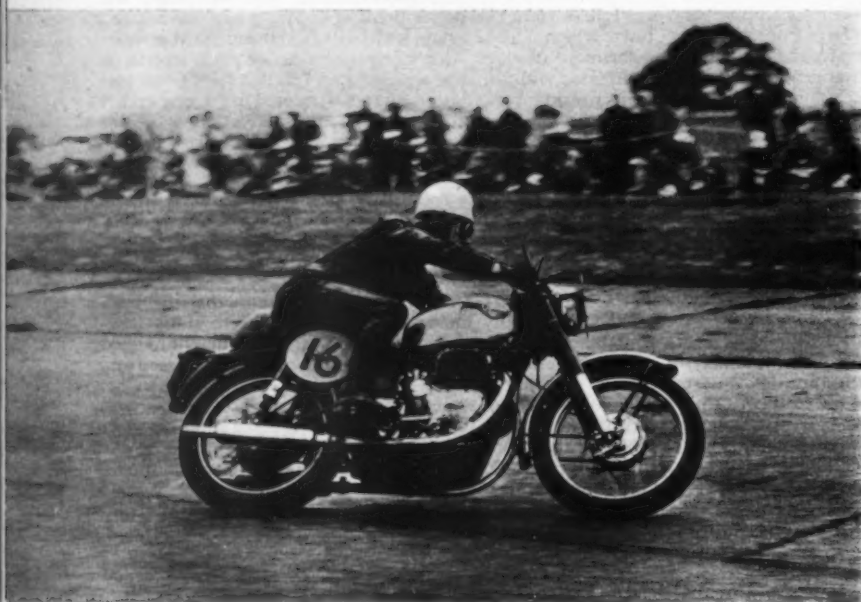
NOTHING in Germany impressed me more than the number of really important signs which were slung horizontally clear across the roadway at a sufficient height to clear the tallest vehicles. Signs in that position cannot be missed and they in no sense deflect a driver's attention from the traffic. They were erected in Germany only where electric power was plentiful and cheap, so they were equally visible at night. They probably did more to avert accidents than a hundred of our stumpy little posts, which are so easily missed in thick traffic. On a limited scale this type of sign is blossoming in the U.S.A., for instance on the parapets of overpass bridges, on which any changes in the speed limit are communicated to travellers.

Another shot from the police junketings. Taken during the balloon race, it shows pillion riders attempting to burst balloons with their teeth. The chap in the middle of the picture is flirting with the rules a bit—his hands should be behind his back



SLIPSTREAM

Slick Riding and Slick Pitwork Win Thruxton 500-mile Race for Mike Hailwood on Shorey



Above: Bob McIntyre at speed on the modified Royal Enfield Super Meteor he shared with Derek Powell. Below: The time is 1.5 p.m. and pit crew and spare rider stand ready for a call by the Tony Fernyhough-David Alcock 499 c.c. B.S.A.



FROM just about every viewpoint the Southampton Club's 500-mile Race at Thruxton last Saturday set new levels of vitality and interest in British marathon racing. Among the chaos of 7½ hours' continuous lappery by 60 assorted roadsters of 348 to 692 c.c. and the welter of feverish pit activity were woven threads of tense excitement and high drama.

From first to last the main issue was almost as closely contested as a sprint. After brilliantly consistent and trouble-free riding, backed by the slickest pitwork of the day, victory on overall classification and in the multi-cylinder class went to the 646 c.c. Triumph Tiger 110 ridden by that fast-maturing young star, Mike Hailwood, and Dan Shorey. Their average speed was 66 m.p.h. Second, just over a lap astern, was a 692 c.c. Royal Enfield Super Meteor converted to Constellation specification and ridden by Bob McIntyre and Derek Powell. Third was a 1958 Constellation shared by Ken James and Brian Newman.

So unobtrusive that its high placing surprised many onlookers, a 595 c.c. B.M.W. R69 was ridden into fourth place by John Lewis and Peter James. Quietly, smoothly and cleanly the German flat twin, one of the most ordinary looking models on the course, circled with admirable regularity, calling at the pits only for fuel and change of riders, never for oil or repairs.

Winner of the 1,000 c.c. single-cylinder class at a speed of 60.19 m.p.h. was a 490 c.c. International Norton in the hands of Brian Herbert and Gerald Turner. For well over half the race the class was led by David Morley and Peter Bugden sharing a 499 c.c. Gold Star B.S.A. Then Bugden rammed the straw bales marking a chicane just short of the start-and-finish line, and the time lost on repairs dropped him and his partner to third place behind another B34 B.S.A., ridden by Jack Watton and John Buckley.

Unhappily the 350 c.c. class was won on a protest. John Righton and scrambles ace Ron Langston were originally acclaimed winners on Arthur Taylor's Velocette Viper. But Arnold Jones, who shared a Gold Star B.S.A. with Harry Stanford, protested that Langston had contravened the rules by pushing the Velocette in the reverse direction of the course when entering the pits from the far end after a rear-chain breakage. The protest was upheld by the stewards and so victory went to Tony Jeffery (riding in his first race) and Louis Carr, who averaged 59.66 m.p.h. on their B.S.A., while Jones and Stanford moved up to second place. Arthur Taylor has lodged an appeal against the stewards' decision.

MAC!

wood on Shorey on a Triumph Tiger 110



For the meaning behind Stan Hailwood's signal see the title! But Mac gained 4s on that lap

Left: One of the most impressive machines competing was the 595 c.c. B.M.W. ridden by John Lewis and Peter James. It finished in fourth place

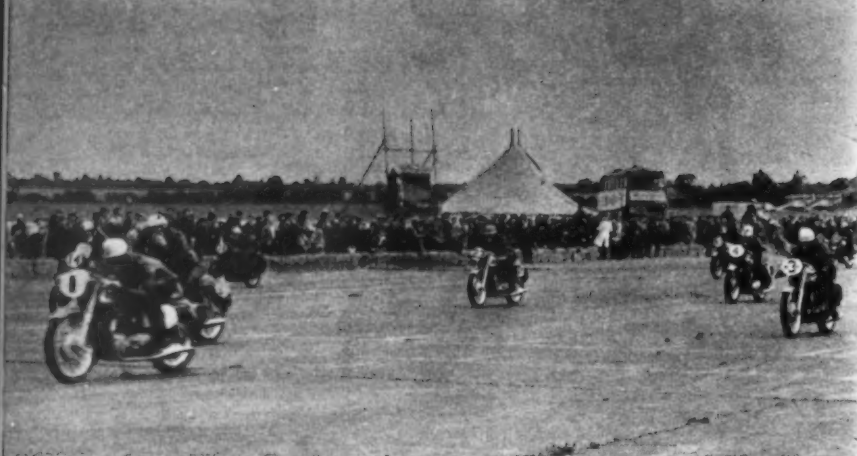


But perhaps no team in the three-fifty class received greater sympathy than Fron and Brian Purslow. For nearly five hours, in spite of a tendency for top gear to jump out of engagement, they kept their B.S.A. up to three laps ahead of their nearest rivals who, early on, were last year's winners, Fred Webber and Rex Avery on a B.S.A., then John Eckart and Fred Wallis, who were similarly mounted, and finally Righton and Langston. Then, with just over 300 miles behind it, the engine of the Purslow model locked twice and Brian pushed in to retire.

With only 17 retirements, mechanical reliability seemed better than in previous Thruxton marathons but it has to be remembered that the forerunners of Saturday's race (in 1955, 1956 and 1957) were of nine hours' duration. Certainly, though, the frantic tyre changing of earlier years is no more than a memory. As to the all-important factor of weather, that was one



Mike Hailwood on the winning Triumph Tiger 110 he shared with Dan Shorey. The machine ran faultlessly throughout



The scene as the field leaves the start. The leaders are already past the camera. No. 1 in the left foreground is the Norton Dominator 88 shared by Eugene Davies and John Hamilton

of the most surprising aspects of the race. Notwithstanding the most ominous outlook, the rain held off until, at the stroke of seven in the evening, Hailwood took the chequered flag to win *The Motor Cycle* Trophy for his team.

The race made sense for the first time in that it was won by a machine of the largest capacity class. And wisecracks who adduced mysterious reasons for the success of three-fifties in the last two years were forced to admit that those victories, like this year's, were determined by rider calibre, mechanical reliability and pit organization, irrespective of engine size. And, as none will deny, by the charity of Dame Fortune.

But it is certainly arguable that Saturday's race was won in the pits—also that it was won on reliability. The Hailwood-Shorey Triumph made four stops for fuel and change of rider. Stan Hailwood, Mike's father, controlled those stops to a split second. Petrol and oil went into their respective tanks simultaneously; at the same time brake adjustments were made and the fresh rider pulled the model back on compression. On average he was away within 25s of his partner's pulling in.

Discounting extra time spent in the pit changing a leaking fuel tank and tracking down a subsequent misfire, a change-over on the McIntyre-Powell Royal Enfield took two or three times as long. The time difference on four stops was more than the winners' advantage at the finish... And though the Royal Enfield's troubles were of a trivial nature, the tank change stretched the second stop to 3m 15s and both sparking plugs and the magneto rotor arm were changed before the misfire was traced to swarf in the jet well—swarf, possibly, introduced into the fuel line when the tank was changed?

A speed comparison with previous years is not valid, for Saturday's circuit was the 2.275-mile lap first used at Easter, except for the addition of the chicane near the start to slow the riders for easier identification by the lap scorers. As riders took up position on the start grid the permitted modifications to riding positions were conspicuous. Racing seats and soft, tank-top pads were common. Most models

sported rear-set footrests with control pedals rigged to suit. But handlebars drew most comment. Some were inverted, others displayed the tube bender's and welder's arts magnificently. The McIntyre-Powell machine had an N.S.U. Quickly bar fitted upside down. There was bitter frustration for Jonathan Tollitt and Peter Darvill: the crankshaft of their five-hundred B.S.A. Gold Star broke during the warm-up.

The start at 11.25 a.m. was ragged. McIntyre shot into the lead but a few riders were left hacking at their kick-starters and some suffered long delays. Soon McIntyre, Percy Tait (sharing one of John Surtees' Triumph T110s with D. Peacock) and Hailwood were streaking away from the field and it was easy to distinguish the experts from the less experienced competitors. Some riders were pulling standard road gearing but those with more racing know-how were geared down about ten per cent. Some changed up while the engine was still climbing the power curve but the experts took the revs up to peak power in each gear.

After 20 minutes riders began to call at their pits and in no time at all a thin trickle of traffic to the depots swelled to an unexpectedly heavy flow for such an early stage. It was incredible how unconcerned some teams were to prevent waste of time. Troubled by defective carburation on his 499 c.c. Gold Star B.S.A., Alban Burgazzi pulled in and handed over to his co-rider, Doug Gillbanks, who proceeded to unfasten and discard the tank-top pad before attempting to start.

Bob Lilley, co-rider with Chas Chapman of another B34 B.S.A., had used a soft plug at the start in spite of the permitted warming-up of engines, and came in to change to a hard plug after 25 minutes. The Lindsay-Harrison B34 melted its soft plug in half an hour and stopped for a similar change. At the same time Roy Thompson found Peter Arnott's five-hundred Gold Star "rattling a bit" and handed it over to its owner since he "preferred him to be on it if it was going to blow up!" The pair eventually finished fourth in their class in spite of riding

much of the time without third gear. At noon Phil Webb made the first of dozens of stops by himself and his partner, Tony Godfrey, in a vain effort to cure a misfire and power loss on their 597 c.c. Norton.

McIntyre rode with a fluency that set him apart from all his rivals, and his expression concealed the fact that he was riding to orders and secretly yearning for an excuse to "pull out the stops." By the time he handed over to Powell at 12.58 p.m. he had built up a lead of the best part of a minute on Hailwood and secured the award for the first machine to cover 100 miles. By general standards the change-over seemed brisk—until Hailwood gave place to Shorey 10m later.

Fractured silencer brackets and Magdyno straps and burnt-out clutches were frequent causes of delay. Don Chapman caused some amusement by pouring cream soda over Jack Hill's Constellation clutch, thus sending up great clouds of steam, before changing the plates. At 2.20 p.m. the Avery-Webber chances melted when, lying second to the Purslows in the 350 c.c. class, they had to change a Magdyno. Ten minutes later another gallant effort was brought to an end: the Constellation which Alan Rutherford and Ernie Washer were keeping in third spot, between the Hailwood-Shorey Triumph and the B.M.W., developed a gaping hole in the crankcase.

It was when Powell handed back to McIntyre at 2.45 p.m. that the seal was set on their defeat, for it was then the tank was changed and the Triumph usurped the lead. In his second and third stints McIntyre rode at his brilliant best and often pulled back 3s or 4s a lap from Hailwood. Powell, too, did his utmost. But their efforts were unavailing against the trouble-free Triumph pair and Stan Hailwood's masterly organization.

General Classification and 1,000 c.c. Multis.—1. S. M. B. Hailwood and D. Shorey (649 Triumph), 220 laps, 7h 35m. 56 m.p.h.; 2. R. McIntyre and D. T. Powell (692 Royal Enfield), 219 laps, 7h 35m 32.4s. 65.62 m.p.h.; 3. K. W. James and B. Newman (692 Royal Enfield), 216 laps, 7h 35m 43s. 64.96 m.p.h.; 4. J. H. Lewis and F. B. James (695 B.M.W.), 215 laps, 7h 35m 49.6s. 64.38 m.p.h.; 5. P. H. Tait and D. Peacock (649 Triumph), 212 laps, 7h 36m 30.0s. 63.48 m.p.h.; 6. H. German (695 B.M.W.), 209 laps, 7h 36m 35s. 63.22 m.p.h.

1,000 c.c. Singles.—1. B. F. Herbert and G. Turner (499 Norton), 201 laps, 7h 35m 50.2s. 60.19 m.p.h.; 2. J. F. Watton and J. Buckley (499 B.S.A.), 199 laps, 7h 37m 8.2s. 59.42 m.p.h.; 3. D. Morley and P. Burden (499 B.S.A.), 195 laps, 7h 35m 0.2s. 58.9 m.p.h.; 4. P. Arnott and R. Thompson (499 B.S.A.), 194 laps, 7h 35m 25.9s. 58.74 m.p.h.; 5. R. Lilley and C. Chapman (499 B.S.A.), 186 laps, 7h 37m 35.4s. 58.47 m.p.h.; 6. L. J. B. R. French and S. Brand (499 Velocette), 179 laps, 7h 37m 6.2s. 53.46 m.p.h.

350 c.c. Class.—1. T. Jeffery and L. Carr (B.S.A.), 199 laps, 7h 35m 17s. 59.88 m.p.h.; 2. H. Stanford and A. W. Jones (B.S.A.), 196 laps, 7h 35m 23.5s. 58.75 m.p.h.; 3. W. Rue and J. Morton (B.S.A.), 186 laps, 7h 37m 10.4s. 58.53 m.p.h.; 4. H. S. Newman and R. Dawson (B.S.A.), 186 laps, 7h 40m 38.1s. 57.5 m.p.h.; 5. F. G. Webber and R. Avery (B.S.A.), 185 laps, 7h 35m 31.4s. 58.23 m.p.h.; 6. L. Statham and S. Seston (B.S.A.), 178 laps, 7h 35m 46s. 53.21 m.p.h.

Caslake Trophy (greatest number of points for lap at 100-mile intervals).—Hailwood and Shorey.

Retirements: B.S.A.—A. Walker-R. Graves, magneto failure; A. W. A. Smith-J. Blackwell, engine seizure; A. Burgazzi-D. Gillbanks, spill; J. H. Hill-D. Woodman, broken Magdyno strap; J. Tollitt-P. Darvill, broken crankshaft; M. T. Brookes-A. Butler, engine seizure; F. Purslow-B. Purslow, engine seizure; J. Eckart-P. Wallis, valve trouble.

Notions.—G. D. Dunn-F. O. Robinson, ignition trouble; C. Williams-F. Lauchbury, failure to complete lap in 45 minutes; K. Bernal-W. Tomlinson, refuelling on course; R. W. Adam-S. Potterton, broken valve.

Royal Enfield.—F. A. Rutherford-E. J. Washer, broken crankcase.

Triumph.—M. G. Bourne-M. Uphill, clutch trouble; J. L. Payne-E. Minihan, broken piston.

Velocette.—T. Thorp-W. Sanford, broken valve; J. Righton-R. Langston, travelling in reverse direction of course.

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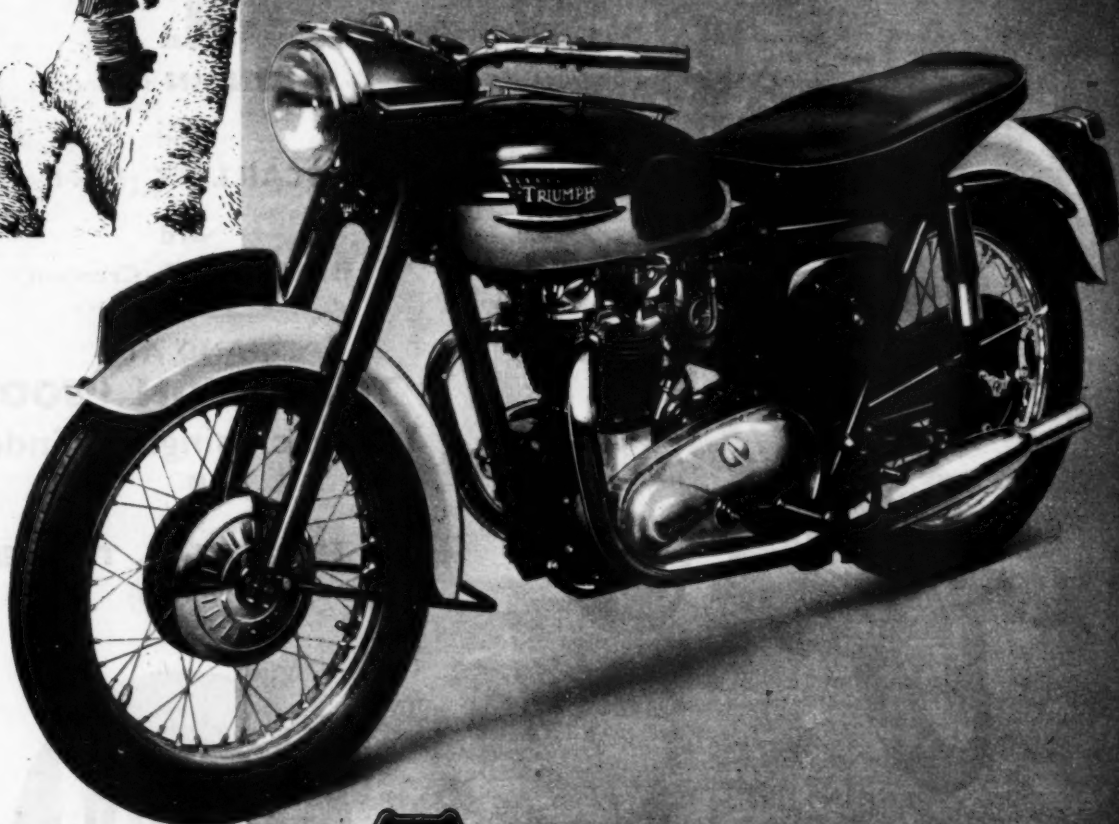
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THE MOTOR CYCLE, 26 JUNE 1958

MAN'S motorcycle!



The Tiger 110 offers the highest performance of any standard production type motorcycle, yet retains the familiar Triumph characteristics of silence, tractability and ease of control.

650cc o.h.v. twin: 40 BHP: Alloy cylinder head: H.C. pistons: Silver Grey/Black finish or Two Tone Ivory/Black (optional extra).

TRIUMPH ENGINEERING CO. LTD., COVENTRY

TRIUMPH TIGER 110

CASTROL WINS

ITALIAN MOTO-CROSS GRAND PRIX

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1000 c.c. (single cylinder)

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THE MASTERPIECE IN OILS

Q U E S T I O N & A N S W E R

VALVE CLEARANCES

MY FRIEND'S instruction book states that the clearances for inlet and exhaust valves should both be checked or set when the piston is at the top of its stroke with the valves closed. My handbook stipulates different crankshaft positions for setting the inlet and exhaust clearances. What is the reason for this apparent contradiction and is it in order for me to adjust the valve clearances on my engine by the simpler method, i.e., with the piston at top dead centre? **J. HARMAN Stamford.**

The two methods are applicable to different types of cam. On engines which do not have long quietening ramps on the cams it is permissible to set both valve clearances with the piston at t.d.c. (compression stroke). The whole of the cam base circle from closing to opening points is concentric with the shaft and hence the valve clearance will be constant as long as the cam follower is on any part of the base circle. This requirement is met for both cams at the same time when the piston is in the position described.

Where a cam incorporates long quietening ramps, however, only a short portion of the base circle—diametrically opposite the peak of the lobe—is concentric with the shaft and it is essential that the cam

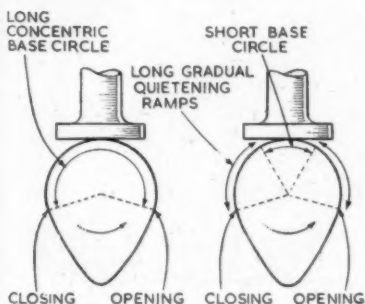


Diagram showing two different cam forms and illustrating the very short base circle of a cam with quietening ramps

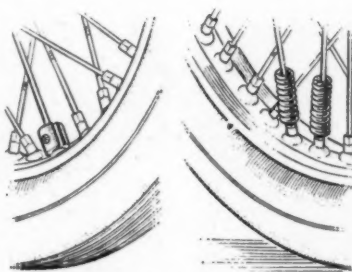
follower is on this portion when the clearance is set. This necessitates a separate and precise crankshaft position for each check. With a vertical twin or flat twin having quietening ramps the clearance on each valve should be checked or set when the corresponding valve in the other cylinder is fully open. On a single-cylinder engine with such cams the

inlet-valve clearance is checked when the exhaust valve is about to open, and the exhaust clearance when the inlet valve has just closed.

There is no reason why the latter method should not be used on engines without quietening ramps but the top-dead-centre method must not be employed on engines for which the makers specify the other schemes.

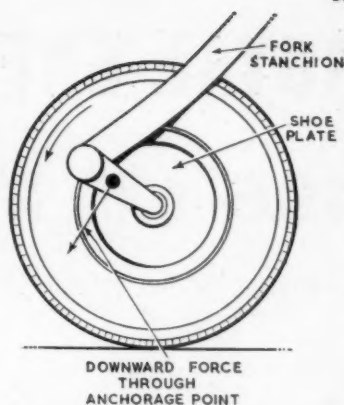
WHEEL BALANCING

THE FRONT FORK LEGS of my six-hundred solo flutter back and forth at speeds of 75 m.p.h. or more, irrespective of the nature of the road surface. It is true that steering is unaffected but the movement can be felt through the handlebar and is disconcerting to watch. Can anything be done to eliminate it? **D. SANDERS London, S.E.6.**



Two methods of balancing a wheel—on the left by a proprietary collar and, right, by lead strip

Probably the front wheel is badly out of balance, producing an effect particularly noticeable at high speeds. The wheel can be balanced by lead strip wound round the spokes close to the rim or by brass collars which are made in various sizes and fixed to the spoke nipples by a grub screw. The procedure is to raise the wheel from the ground, make sure free rotation is not prevented by binding brake shoes or grease retainers, then spin the wheel and allow it to come to rest. Mark the spoke which is at the top and repeat the process a few times to ensure con-



Diagrammatic sketch showing the direction of the force acting through the brake anchor point

sistency. Attach a collar or length of lead strip to the marked spoke and recheck. Increase or decrease the weight of the attachment until the wheel comes to rest in a different position each time it is spun, with no marked tendency to reverse direction. If you use lead strip make a small allowance for insulating tape to bind the lead in place and apply a coat of shellac for neatness.

NOSE DIPPING

MY SCOOTER has trailing-arm front-wheel suspension and when I apply the front brake the nose of the machine dips noticeably. Is this normal and, if so, why does it happen? **K. J. HILL Hounslow, Middx.**

The dipping tendency is quite normal where the brake shoe plate is anchored directly to a trailing arm or link. When the brake is applied the drum tries to drag the shoes—and thus the shoe plate—round with it. Other than through tyre deflection, the wheel spindle cannot move up or down relative to the road surface, so the arm revolves around the spindle and pulls the stanchion down with it against the resistance of the spring or springs.

LIGHT-ALLOY CYLINDERS

I UNDERSTAND that some engines with light-alloy cylinders do not employ a cast-in or pressed-in liner. Does the piston run directly in the aluminium? **J. A. GALE London, S.W.19.**

Experiments have been carried out (notably by R. C. Cross of rotary-valve fame) on running pistons directly in light-alloy cylinders but probably the engines you are thinking of have chromium-plated bores. The plating is considerably thicker than would be used for decorative finishes and it wears remarkably well. Because chromium has less affinity for oil than has iron, it is common practice to provide a slightly rough surface on the deposit, thus aiding oil retention. One method is to etch the surface by reversing the current for a short time while the cylinder is still in the plating bath.

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply.

ROYAL ENFIELD

496 c.c. Meteor Minor de Luxe

A Compact and Sprightly Twin with 17in-diameter Wheels and Full Enclosure of the Rear Chain

ANNOUNCED in April, the 496 c.c. Meteor Minor de Luxe is one of a trio of new Royal Enfield high-performance twins. It has many features in the established Royal Enfield tradition and others which are new or nearly so. Among those in the first group are the use of separate iron cylinder barrels with heavily finned light-alloy heads; a one-piece cast-iron crankshaft; a half-gallon oil compartment formed integrally with the crankcase; a four-speed Albion gear box bolted to the rear of the crankcase; and a vane-type clutch drive in the rear hub. (There is also a transmission shock absorber in the clutch centre.)

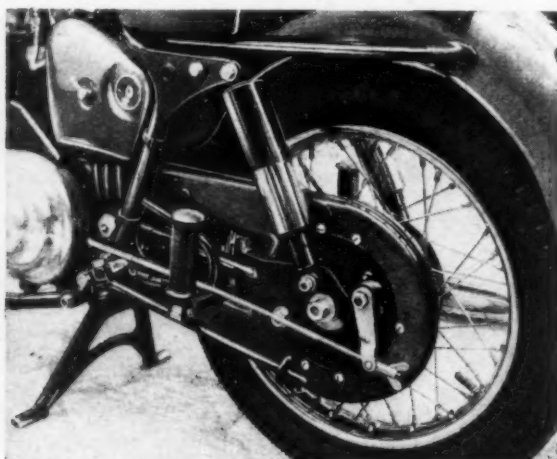
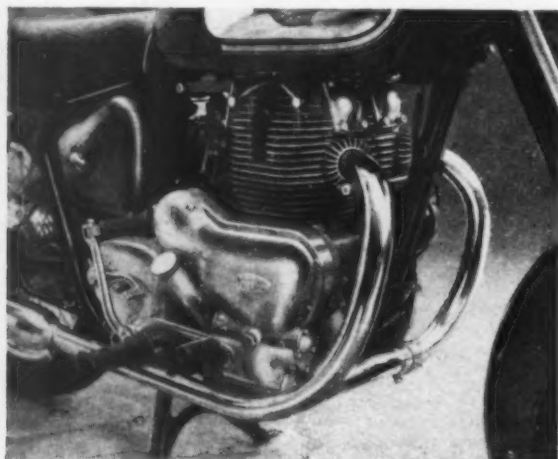
The lightweight welded tubular frame, rear-chain enclosure and 17in-diameter wheels were previously confined to the Crusader models. Fresh ground is broken with siamesed exhaust pipes, a novel clutch having a scissor-type control mechanism, and a 7in-diameter front brake housed in a full-width hub.

THE MOTOR CYCLE ROAD TESTS OF NEW MODELS

required on the handlebar to counteract wind pressure on the rider's body (though the concave shape of the seat top helped in that respect). The top edges of the seat pan could be more rounded with advantage; they were felt to dig into the rider's thighs on long runs.

Handlebar width (24in) and grip angle are well chosen, and the lack of position adjustment for the clutch and front-brake levers—the pivot blocks are welded to the bar—was no disadvantage; the levers were found to be ideally placed. The inner ends of the levers are neatly shrouded by extensions of the pivot blocks. Brake and gear pedals, too, were well sited and could be actuated without removing the foot arches from the rests.

Though pleasantly light, steering was very positive and quickly enhanced the feeling of confidence engendered from the start by the low seat and comfortable posture. At both ends of the speed scale it was easy to pick a precise path without conscious effort; and riding the Meteor Minor to a standstill feet-up



Left: Engine of the Meteor Minor de Luxe is unmistakably Royal Enfield. The heavily finned light-alloy cylinder heads are separate castings—so are the iron barrels. The other picture shows the rear chaincase, one of the two chain tensioner cams and the retracted prop stand

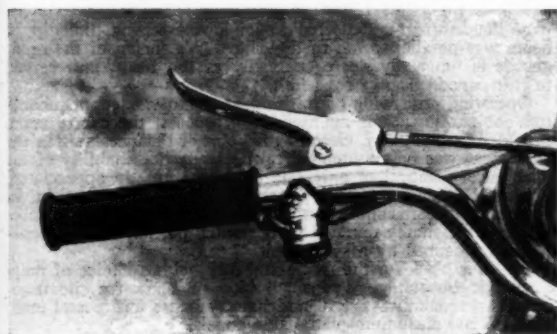
At a time when large-capacity machines on the whole are felt by many riders to be a shade too high and wide, the relatively low seat height (29½in) afforded by the Royal Enfield's small wheels was a real boon to riders of short or medium stature. One's feet could be placed firmly on the ground at traffic halts and kick-starting when astride the machine called for no feat of balancing. Relative positioning of the seat, footrests and handlebar gave a compact and relaxed riding posture which proved to be extremely comfortable for speeds of up to about 60 m.p.h. For higher speeds a footrest setting 3in farther rearward would have been preferred to reduce the pull

was child's play. Stability on greasy surfaces was of a very high order. Only on fast bends with undulating surfaces was there a tendency for the model to weave—a result of the rear suspension pitching. As the 15ft turning circle proves, the steering lock is generous.

A low seat position brings difficulties for the designer. If the footrests are correspondingly low so as to ensure a comfortable knee angle (as on the Royal Enfield) then they may ground on corners as a result of the front and rear suspension compressing unless the overall width at the rests is narrow. Width across the footrests is 26½in but they are prevented from



Above: The power unit fits the frame with little space to spare. Below: Shrouds conceal the inner ends of the clutch and front-brake levers



fouling too readily by the rather firm action of the front and rear springing. Footrest grounding was not bothersome unless the model was canted over unnecessarily.

Braking was first class at all speeds. The controls were light to operate, yet not too light, and were progressive in action so that there was ample sensitivity for wet or slippery conditions. When the road surface permitted, the model could be pinned down really firmly, with both tyres squealing, from a traffic crawl or from top speed. Several hours of riding in teeming rain failed to impair brake efficiency.

Bore and stroke of the new engine (70 x 64.5mm) are identical with those of the Crusader but there the similarity ends. In external appearance the unit is a scaled-down version of the 692 c.c. Constellation engine which, in turn, is based on the Super Meteor. Starting proved to be simple and reliable. The preliminary drill for a cold start was quite normal: throttle set as for fast idling, air lever closed and carburettor tickled moderately. The kick-starter is fairly low geared so little effort was required to swing the engine over compression and the unit usually came to life at the second kick. A first-time start without any preliminaries was the rule when the engine was warm. For

INFORMATION PANEL

SPECIFICATION

ENGINE: Royal Enfield 496 c.c. (70 x 64.5mm) overhead-valve vertical twin with separate light-alloy cylinder heads. Camshafts driven by a single chain. Light-alloy connecting rods with steel-back shell big-end bearings. Crankshaft supported in ball bearing on drive side and roller bearing on timing side. Compression ratio, 8 to 1. Dry-sump lubrication with oil compartment cast integrally with crankcase; oil capacity, 4 pints.

CARBURETTOR: Amal Monobloc; air slide operated by handlebar lever. Vokes air filter.

IGNITION AND LIGHTING: Coil ignition with auto-advance. Lucas RM14 70-watt A.C. generator driven by left end of crankshaft. Lucas 6-volt, 12-ampere-hour battery charged through rectifier. Lucas 7in-diameter headlamp with pre-focus light unit.

TRANSMISSION: Albion four-speed gear box bolted to rear of crankcase; positive-stop foot control. Gear ratios: bottom, 13 to 1; second, 8.42 to 1; third, 6.08 to 1; top, 4.67 to 1. Multi-plate clutch with moulded inserts running in oil. Primary chain, $\frac{1}{2}$ x $\frac{1}{2}$ in in pressed-steel case. Engine r.p.m. at 30 m.p.h. in top gear, 1,990.

FUEL CAPACITY: $3\frac{1}{2}$ gallons.

TYRES: Dunlop 3.25 x 17in; front ribbed, rear Universal.

BRAKES: Front, 7in diameter x 1 $\frac{1}{2}$ in wide; rear, 7in diameter x 1in wide; finger adjusters.

SUSPENSION: Royal Enfield telescopic front fork with hydraulic damping. Pivoted-fork rear springing employing Girling hydraulically damped shock absorbers with three-position adjustment for load.

WHEELBASE: 53 $\frac{1}{2}$ in unladen. Ground clearance, 6in unladen

SEAT: Royal Enfield dual-seat; unladen height, 29 $\frac{1}{2}$ in.

WEIGHT: 413 lb fully equipped, with full oil compartment and approximately one gallon of petrol.

PRICE: £220; with purchase tax (in Great Britain only), £274 9s.

ROAD TAX: £3 15s a year; £1 0s 8d a quarter.

MAKERS: The Enfield Cycle Co., Ltd., Redditch, Worcs.

DESCRIPTION: *The Motor Cycle*, 4 April 1958

PERFORMANCE DATA

(Obtained at the Motor Industry Research Association's proving ground at Lindley.)

MEAN MAXIMUM SPEED: Bottom: *35 m.p.h.

Second: *55 m.p.h.

Third: *79 m.p.h.

Top: 89 m.p.h.

*Valve float occurring.

HIGHEST ONE-WAY SPEED: 97 m.p.h. (conditions: strong following wind; rider wearing two-piece plastic suit and overboots).

MEAN ACCELERATION: 10-30 m.p.h. 20-40 m.p.h. 30-50 m.p.h.

Bottom ... 3 sec

Second ... 4.7 sec 4.1 sec 4.1 sec

Third ... 7 sec 5.7 sec 5.9 sec

Top ... 9.6 sec 8.2 sec

Mean speed at end of quarter-mile from rest: 76 m.p.h.

Petrol time to cover standing quarter-mile: 17.5 sec.

PETROL CONSUMPTION: At 30 m.p.h., 85 m.p.g.; at 40 m.p.h.,

82 m.p.g.; at 50 m.p.h., 75 m.p.g.; at 60 m.p.h., 58 m.p.g.

BRAKING: From 30 m.p.h. to rest, 32ft (surface, dry tarmac).

TURNING CIRCLE: 15ft.

MINIMUM NON-SNATCH SPEED: 13 m.p.h. in top gear.

WEIGHT PER C.C.: 0.83 lb.

use in the event of the battery being run down, an emergency start position is provided for the ignition switch. The engine could be started with the switch in that position provided a really vigorous thrust was given to the kick-starter.

Opening of the air lever after a cold start was best carried out in two or three easy stages, spread over the first mile or two. As soon as the engine had run for a few moments it would idle slowly, evenly and dependably when the twistgrip was rolled right back. At a throttle opening just above idling there was a slight flat spot which resulted in a hesitant response from the engine if the grip was twisted too rapidly. That apart, the engine pulled well over a wide speed range. Acceleration was smooth and satisfactory rather than fierce.

Smooth running and unusually supple transmission combined to make the use of top gear quite happy in areas with a 30 m.p.h. speed limit. Indeed, the effectiveness of the two rubber-block transmission shock absorbers is emphasized by the minimum non-scratch speed of 13 m.p.h. in top gear. For neatness all control cables are routed through holes in the fork-top casquette; in the case of the throttle cable that involves small-radius turns which make the control a shade sticky in operation. Delicacy of control at small throttle openings was enhanced by rerunning the cable.

On the open road the engine cheerfully undertook any amount of hard work without tiring. Under average conditions, use of half throttle gave an indicated speed of about 75 m.p.h. At speeds of up to 60-65 m.p.h. in top gear there was a pleasing absence of vibration, and that was the speed range most extensively used on long trips. At an indicated 70 m.p.h. engine vibration was perceptible though not objectionable; from 75 m.p.h. upward vibration could be felt through the dual-seat. When checked electrically, the speedometer read 2 m.p.h. fast at 30 m.p.h. and the error increased progressively to 5 m.p.h. at maximum speed.

Mechanical noise was average and the exhaust, though flat in tone, was unobtrusive. A peculiarity of the machine tested was oil discharge from the crankcase breather pipe during hard riding; oil fouled the distributor cover and the region of the left pillion footrest. The new clutch was light to operate, took up the drive smoothly and was free from drag. There was a slight tendency for the friction plates to stick, however, so that engagement of bottom gear at rest was accompanied by a slight jerk. Repeated clutch slipping, as when riding for several miles in heavy traffic or making a succession of rapid starts for the quarter-mile acceleration figures, brought about a slight increase in control backlash, which returned to normal when the clutch cooled. Momentary clutch slip was occasionally experienced when the engine was pulling hard at about 60 m.p.h. in third gear or 75 m.p.h. in top.

Upward gear changes could be made quickly and cleanly



Tool roll and ignition coil are stored in separate compartments of a box beneath the seat nose

without special precautions, but engagement of the dogs could be felt when changing down. Neutral could be easily selected with the gear pedal; but in any event the gear box is fitted with the familiar Royal Enfield neutral finder which permits ready selection of neutral from any gear except bottom.

Both the intensity and spread of the headlamp beam were adequate for night riding at normal speeds. Unfortunately, with the lamp unit deflected to its lowest setting, the dipped beam was parallel to the road surface. Valancing of the mudguards is unusually deep, especially at the front, and served to trap a good deal of road filth.

Operating on a wide base, the prop stand was commendably safe for parking. For maintenance purposes, the centre stand provided firm support, close to the point of balance. When the valve gear was being attended to the ready detachability of the tank (after removal of only one bolt) was greatly appreciated. Primary chain adjustment is checked through an aperture in the chaincase. Retensioning the chain by means of the adjustable slipper necessitates removal of the outer portion of the case—which is secured by a single bolt.

Finish is black for the frame and fork, with a choice of polychromatic burgundy, Wedgwood blue or black for the mudguards, rear chaincase, tool and battery boxes and petrol tank; the tank has chromium-plated side panels.

The 496 c.c. Royal Enfield Meteor Minor de Luxe



On the Four Winds

By "NITOR"

VOYAGER RETURNS

"Flash" Rogers is back. Since I announced his proposal to cover 10 continental countries in 12 days on an N.S.U. Five Star Prima scooter the Birmingham bus driver has done his stuff and in 11 days at that. His trip took in 42 mountain passes. The Susten and the Stelvio were still closed because of snow but in each case he went as high as was possible and then about-turned. Among the more interesting aspects of the trip were that the scooter was equipped with Dunlop tubeless tyres (and only 2 p.s.i. pressure was lost on the entire 4,027 miles); and that a Philips car radio fitted proved a great success. (Give me a roadburner and you can keep your radio; on a scooter one might be rather fun.) Rogers' trip underlines once again, if further underlining were needed, that the scooter is well and truly established as a serious form of transport. (A picture of the Rogers N.S.U. appears on page 816.)

HOW IT ALL BEGAN

You probably read Michael Brown's description of Vic Willoughby's outing with the Royal Signals Display Team with as keen interest as I did. I wonder whether it occurred to you, also, to ask how and when the team originated? Here are the answers. It began back in 1932 when Brigadier Henry Crawford proposed that two-wheelers should join what previously had been a horse display and so make the spectacle bigger and brighter. So it was and, in 1936, the show became all motor cycle and the horses were pensioned off. Brigadier Crawford remained o/c the team until 1937. Today he is a farmer in Fife, one of Scotland's most attractive lowland counties.

CHUCK IT, "NITOR!" The most recent estimate puts the age of the earth at 4,500 million years. And at different stages during that period—or maybe at the same stage for all I know—the summit of a submarine mountain range has been thrust up out of the Irish sea and man has inhabited Tatsfield, Kent. "So what?" you may well ask, and I reply just this. Three factors make these apparently haphazard acts of fate important in the motor-cycling world in which we live. One, that peak sticking out of the Irish Sea has become the Isle of Man. Two, in 1934 Tatsfield celebrated the birth of a son to a path-racing type called Jack Surtees. Three, the Isle of Man and the Tatsfield-born youngster were ultimately to come to grips. Weird, is it not, when you come to think of it?

PRECISION AVERAGES

There are signs that the Swedish Halda Speed Pilot, regarded as indispensable by the majority of rally car drivers, is invading our sphere. In the Isle of Man Scooter Rally the instruments were used by the Bond and DKR teams as well as by several individual riders. You've not heard of the Speed Pilot? Well, it consists of a little dash-mounted "brain" which tells you at a glance your time gain or loss on a predetermined average speed—a boon, it would seem, to International Six Days' Trial riders not too bright at

Founder of the Royal Signals Display Team, Brigadier Henry Crawford (see "How it Began")

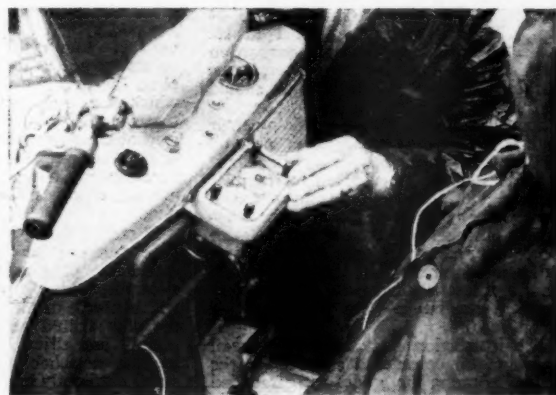


maths. Driven by a T-junction inserted in the speedometer-drive cable, the instrument comprises a trip mileage recorder, a dial on which the required average speed is pre-set and an eight-day clock incorporating the tell-tale hand. Gain or loss on schedule is shown by the lead or lag of the indicator hand over the minute hand of the clock. Costing £19 19s, the standard version has a working range of 22 to 70 m.p.h.; the competition model caters for averages of 15 to 75 m.p.h. and costs £23 10s. Both variants are illuminated for night riding. Expensive, yes—but such fun!

DELIBERATE WELL

News from Hawick is that the Jimmy Guthrie Memorial may be moved from its familiar site in Wilton Park Lodge to the new Garden of Rest which has been opened on the old quaiting ground opposite the High School. The memory of the gallant racing man will live on in Hawick—indeed, in the world of motor cycling—literally always. Today, 21 years after his death (Guthrie was killed in a crash in the 1937 German Grand Prix) pilgrims still travel to Hawick to pay homage to his greatness. Let the council deliberate well before coming to its decision. Guthrie was a quiet, unassuming type and many feel that his statue should remain amid peace and tranquil woodland rather than be given great prominence close to the public highway. The park, too, it is widely felt, would lose by the removal of that fine bronze figure.

"Nitor" discusses the Halda Speed Pilot in the paragraph entitled "Precision Averages." Here is a Speed Pilot fitted to a Bond scooter in the international rally in the Isle of Man



Fettling Your Two-Stroke

By JIMMY SIMPSON JNR

USEFUL HINTS ON KEEPING THE ENGINE IN TRIM : LUBRICATION, CONTACT-BREAKER GAP, PLUG CLEANING, DECARBONIZATION, FREEING PISTON RINGS

MODERN two-strokes have a wonderful reputation for reliability and good performance. But even in these days of mechanical near-perfection, engines need looking after if they are to continue to give of their best. The greatest single factor contributing to long life and trouble-free running is lubrication. Practically all two-strokes employ petroil lubrication, that is, the oil is mixed with the fuel. The oil-petrol ratio varies with individual makes and

blended for two-stroke use. In most cases such oils contain additives designed to reduce carbon formation and to prevent bearing corrosion and plug whiskering, that is, bridging of the electrodes by a filament composed of metallic salts. Special two-stroke oils have much to recommend them and I, for one, make a point of using them.

Not so very long ago, petrol and oil had to be bought separately and the all-important job of mixing them properly could present quite a problem. My method was to ask the attendant to pour the oil into a half-gallon oil measure which was then topped up with a couple of pints of petrol and shaken until the oil and fuel were thoroughly mixed. The contents of the can were then poured into the fuel tank and the balance of the petrol added.

Nowadays many filling stations have petroil-dispensing pumps which can supply a variety of mixtures. Painted on the front of such pumps is a table listing the types of machine for which each mixture is approved. Garages not equipped with petroil pumps invariably stock self-mixing lubricants which, as their name suggests, mix readily with petrol. Here the drill is simply to pour the appropriate quantity of oil into the tank and fill up with petrol. However, remember that self-mixing oils contain a mixing agent and thus a greater quantity must be employed than if a normal oil were used.

Engine performance is very largely influenced by the condition of the sparking plug(s) and will suffer if a plug is in need of cleaning or the gap between its points requires to be reset. Sparking plugs fall into two main categories: those which can be dismantled for cleaning and those which cannot. By far the easiest way of cleaning either type of plug is by sand blasting. Most garages have the necessary apparatus for the job and an average charge is between 3d and 6d a plug.

If sand blasting is not possible there is little that can be done to clean a non-detachable plug other than scraping the electrodes with a penknife and the interior with a needle or piece of stiff wire. Finally the plug should be rinsed in petrol (not petroil) and dried. The drill for taking apart a detachable plug is to hold the gland nut lightly in a vice and unscrew the body with a ring spanner. If a vice is not

available, use two ring spanners and be careful that they do not slip. Cleaning the insulator and central electrode is best accomplished with fine emery cloth or sandpaper and the inside of the body and the earth electrode can be scraped with a knife or other suitable tool. Washing the various parts with petrol completes the job.

When resetting the gap between the electrodes to that recommended in the instruction book (usually about 0.020in), remember to make the adjustment by bending the side electrode(s). If you try to bend the central electrode the chances are you will damage the insulator. Plug life? Between 4,000 and 5,000 miles is a reasonable average for a scooter or light-eight motor cycle—sometimes rather less in the case of a moped.

Further attention to the ignition system

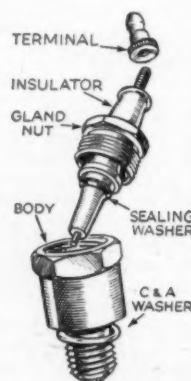


Lack of power is often the result of too small a gap between the contact-breaker points. The gap should be checked, say, once a month

may be as low as one part of oil to 24 parts of petrol or as high as 1 in 16. Invariably, details of the right proportion and the grade of oil to use are given in the machine's instruction book, which should be followed strictly.

Some riders think they are doing their engines a service by adding a bit more oil for luck, just to be on the safe side. It is a bad policy. In addition to irregular running and plug fouling, too much oil causes heavy carbon deposits in the combustion chamber and exhaust system, with the result that more frequent decarbonization is required. On the other hand, the use of less oil than recommended may result in premature wear and a risk of piston seizure.

The instruction book may list several brands of oil considered suitable for the engine. Among the grades recommended are almost certain to be lubricants specially



The component parts of a so-called detachable-type sparking plug. Dismantling is best carried out by holding the gland nut lightly—very lightly—in a vice and unscrewing the plug body with a ring spanner

is confined to a monthly check of the gap between the contact-breaker points—carried out by turning the engine (by means of the kick-starter or, if an electric starter is fitted, by engaging top gear and rotating the rear wheel by hand) until the gap reaches its maximum and sliding the appropriate feeler gauge between the points. If the gap differs greatly from that stated in the instruction book—likely to be between 0.012 and 0.015in—it should be reset. However, if the discrepancy is no more than 0.002in either way, matters can be left as they are.

A question often asked by two-stroke enthusiasts is how often the engine should be decarbonized. No hard and fast rule can be laid down as machines habitually driven hard on the open road require less-frequent top overhaul than models which spend most of their life running around town. A friend's one-fifty scooter covered over 6,000 miles before being decarbonized and even then it was not really necessary. But in many cases excessive carbon deposits will build up in only half that mileage. To save trouble, a good scheme is to remove the exhaust pipe and examine the exhaust port. If the port is partially blocked, decarbonize; if it is not, then leave well alone.

Decarbonizing a two-stroke involves cleaning off the carbon from the piston crown, exhaust port, cylinder head and also the exhaust pipe and silencer. Removal of the cylinder head will be

—you may damage the joint faces of both head and barrel.

When scraping carbon from the cylinder head and piston crown, avoid scratching the metal. If the deposit is soft, I get it off with a stick of solder shaped to a chisel edge. Harder carbon will almost invariably yield to a scraper made from a piece of light-alloy sheet. That old standby, the penknife, is as good a tool as any for cleaning out the exhaust port. Any danger of particles of carbon being flicked into the cylinder barrel and finding their way into the crankcase can be prevented by stuffing the barrel with a large piece of clean, non-fluffy rag.

Of course, the exhaust system demands a different technique. The silencers of most modern two-strokes can be taken apart for cleaning which is simply a matter of using a stiff brush and a pint or two of petrol. Where dismantling is im-

mon than it used to be. Symptoms are loss of compression accompanied by poor starting and a general lack of power. The cure, of course, is to clean out the grooves in the piston and scrape the carbon from the upper, lower and inner faces of the rings.

With the cylinder head and barrel detached the piston can be removed from the connecting rod by prising out one of the gudgeon-pin circlips (mind that it does not fly into a corner and get lost) and pushing out the pin from the opposite end. If, as is often the case, the pin is tight in its bosses, warming the piston with a rag soaked in very hot water will facilitate the operation. The inside of the piston skirt should be marked so that it can be refitted the same way round.

To remove each ring, prise one end out of its groove with a penknife and ease the ring off the piston as if you were peeling an apple. After the rings have been scraped clean they should be put in a box in such a way that you can later be certain to replace each in its right groove and—just as important—the original way up.

Most convenient way of cleaning out the grooves is with a piece of old piston ring one end of which has been ground to a chisel edge. Care should be taken to avoid scratching the upper and lower faces of the groove. When replacing the rings—or fitting new ones—note that the ends must be located about the pegs in the grooves. While it is detached, carefully dismantle the carburettor to clean away swarf or dirt in the float chamber and, if one is fitted, the filter.

Before reassembling the engine see that each part is scrupulously clean and smear the gudgeon pin, piston and cylinder bore with fresh oil. Particular attention should be paid to making sound seals at the joint between the cylinder barrel and crankcase and at the carburettor joint: a leak will mean difficult starting and poor running.

When tightening down the cylinder head, first screw up the retaining bolts or nuts as far as possible with the fingers.

Left: Removing carbon with a stick of solder tapered to a chisel edge



Above: One of the easiest ways of detaching a piston ring is to peel it off the piston

described in detail in the instruction book and should present few snags. A potential difficulty is that after the securing studs or nuts have been removed you may find that the head is stuck firmly to the barrel. A tip worth remembering is to give the



Either blade or wire-type feeler gauges may be used for checking the plug gap

head a few light, upward taps with a hammer and a wooden drift (such as a stick of firewood). Failure to use a drift may result in damage to the fins. Never try to prise off the head with a screwdriver

possible, the scheme is to block up one end and fill the silencer with a solution of caustic soda (mixed in the proportion of 3 lb of caustic soda to one gallon of water) and leave it to stand overnight. When pouring off the solution you should find that all the carbon has become dislodged. At once the silencer should be thoroughly swilled out with water to ensure that no trace of the caustic solution remains. Similar treatment can be given to the exhaust pipe.

Caustic soda has a corrosive effect on aluminium and thus must never be used on light-alloy parts. And—a word of warning—don't allow the stuff to get on your skin.

Normally the only other job on the engine that may have to be tackled is freeing stuck piston rings. The trouble, caused by burnt oil clogging the piston-ring grooves, is, thanks to additives incorporated in modern oils, much less com-



A broken piston ring pushed into a file handle is ideal for cleaning piston-ring grooves

Then, with the spanner, work diagonally across the head, tightening each bolt (or nut) one-sixth of a turn at a time until all are tight. In this way the head will be pulled down evenly and distortion avoided.

Lastly, don't rush any job. Time and care are cheap enough. Spares are expensive.

Letters

to the

Editor

Future of the T.T.

Pressing Need for Action by A.C.U. and F.I.M.

I WAS interested to read your leading article of June 5 because, like a great many other enthusiasts, I came away from the Isle of Man this year feeling very concerned for the future of the T.T. Let us face facts. Continuation of the T.T. depends on the co-operation of the Manx Government and that, in turn, depends on the number of visitors attracted to the Island each year early in June. The Manx folk tolerate the inconvenience of closed roads and the noise of early morning practice only because the T.T. provides a welcome influx of visitors at a time which is not a peak holiday period; in other words, the T.T. enables the Island's holiday trade to begin earlier (in the same way that the Manx Grand Prix extends it into September).

I believe that unless future races, particularly the Junior and Senior, are closely contested again, the crowds will not continue to flock to the Island in sufficient numbers. Much as I admire John Surtees and the MV Agustas, there is not a great deal of interest in watching him stage a high-speed demonstration well ahead of the rest of the field.

The time has come when both the A.C.U. and the F.I.M. must give very urgent consideration to the future policy, particularly in regard to the introduction of some form of production-machine racing.

J. E. NEWSOME
Ickenham, Middlesex.

Mallory Park

East Midland Centre Hon. Secretary Explains

MAY I take a little of your valuable space to make clear a few points in respect of the road races at Mallory Park on June 8? First, the East Midland Centre was requested by the owner of Mallory Park to organize a rather ambitious meeting on the Sunday following T.T. week. There was some doubt about the advisability of doing so because of the possible lack of machinery. However, it was thought the difficulty could be overcome, certain assurances were accordingly given and, as far as I was concerned,



"Flash" Rogers' 4,027-mile trip with an N.S.U. Five Star Prima scooter is discussed by "Nitor" on page 813. Here is the machine, on its voyage, in a typical Alpine setting

the entries were genuine. Unfortunately, the day did not live up to expectations, a fact that no one regretted more than I after weeks of concentrated hard work which completely disrupted my domestic life.

Secondly, the Centre had no jurisdiction whatsoever over the admission charges or admission arrangements. However, to those who were kept waiting, is it not inevitable that if a large proportion of a crowd chooses the same limited period in which to gain admission at any function there is bound to be consequent delay?

Thirdly, owing to circumstances beyond anyone's control, there were four notable absentees in the solo and one in the sidecar categories. Apart from Alastair King, only one of them was known to me on the afternoon prior to the meeting. As soon as practising was completed and it was known officially who were the non-starters, the information was broadcast over the public-address system. It was not possible to inform the public before that. In order to dispel certain rumours, I would state most emphatically that I believe the explanations received from the riders were absolutely genuine.



In conclusion, may I reiterate that the meeting was planned in all sincerity, but by a strange chain of unfortunate circumstances there were a few absentees whom the spectators particularly wished to see. For that I most humbly apologize. At the same time I hope that the spectators derived a great deal of pleasure from watching the racing of those riders of no mean performance who were present, a fact which I am afraid is being disregarded to a higher degree than is justified.

Burton on Trent.

E. G. COPE

(Secretary of the Meeting)

The Senior T.T.

In Appreciation of Surtees' Great Performance

AS a reader of *The Motor Cycle* for some 30 years, I must say that some of your reports make me laugh. First, let me say that I have seen as many T.T.s as you have, maybe more. In your Senior T.T. report you imply that McIntyre was the hero of the day. Rightly so on a single-cylinder job. But would it not have been better to roddle round at a few revs less and take second place rather than try to do 100 m.p.h. and blow up his engine?

Secondly, you imply that it was a case of Surtees on his factory super-tuned four-cylinder MV grand prix model against our Manx Nortons. That is surely belittling Surtees, who proved that he can do what Mac and Duke or anyone else can do. Please give him credit for what he has done.

Thirdly, have you considered what a wonderful performance Surtees put up in the Junior? Just imagine yourself with your rev-meter packed up on the second lap, leaving you with five laps to cover with nothing but your ear to listen for the engine note to avoid over-revving in any gear. How many could have done it without blowing up the engine?

You say that Surtees was riding with commendable restraint, never exceeding 10,000 r.p.m., which gave him 400 in reserve. You are wrong regarding the revs. I personally know that the five-hundred MV is capable of lapping the Island at approximately 104 m.p.h. with 400 r.p.m. still in reserve: its peak revs are in the region of 11,000 to 11,200. "LANCASHIRE LAD"

Accrington.

Criticism That Report Gave False Impressions

ONE expects a technical journal of the standing of *The Motor Cycle* to be accurate first and lurid second. In your Senior T.T. report (June 12) are two statements which essay to compare Surtees' performance on the MV four this year with McIntyre's performance on the four-cylinder Gilera last year. Neither, in fact, is a mis-statement but both give a false impression.

First, on page 719 you say that Surtees' average after three



laps was 99.98 m.p.h. "which was nearly 1 m.p.h. better than McIntyre's record-breaking eight-lap average in 1957." Surely to compare the speed after three laps with that at the end of eight laps (which necessitated two stops for fuel) is unrealistic. After three laps in 1957 McIntyre's average was 100.53 m.p.h.

Secondly, on page 722 you say that Surtees' stop for more fuel and a change of goggles after six laps dropped "his average below McIntyre's eight-lap race record—although on a lap-by-lap basis he was at no time doing better than Mac did last year." In fact, at no time did Surtees do so well as McIntyre did last year. Here are McIntyre's 1957 and Surtees' 1958 lap-by-lap average speeds compared, with McIntyre's first: one lap, 99.99, 98.80; two laps, 100.52, 99.70; three laps, 100.53, 99.98; four laps, 100.68, 99.19; five laps, 99.66, 99.13; six laps, 99.77, 99.12; seven laps, 99.54, 98.63. Don't forget that McIntyre also made two stops in seven laps. And, of course, his average of 98.99 m.p.h. for eight laps is unique—a feat that can never be equalled unless we have another eight-lap Senior.

I am not attempting to compare the merits of either man as a rider. As a factory runner, Surtees' main duty was to win the race, not break records, and that he did right well. I am not suggesting that he could not have gone faster had he been pushed. However, perhaps it is relevant to point out—again confining myself to facts—that Surtees rode a four-cylinder MV in the 1957 Senior T.T. and his average speed for the eight laps was 97.86 m.p.h.

Croydon, Surrey.

"FAIR'S FAIR"

Water Injection

Reason for the Improvement in Consumption

THE article "Wicks and Water" in *The Motor Cycle* for June 5 was most interesting. Much research has been carried out in this field, of course, and various ideas have been put forward to explain the improvements in performance. I note, however, that your article, in common with several other discourses on the subject, fails to give adequate reason for the marked improvement in the number of miles per gallon obtained.

It is undoubtedly due to an improvement in the thermal efficiency of the engine and this, to my mind, is due largely to the catalytic action of the water (or steam) on the reactions in the combustion chamber. The hydrogen (in the hydrocarbon fuel), being a more powerful reducing agent than carbon, would be burned to form steam, but some of the carbon would only partially burn to form the monoxide—or even remain as free



carbon particles—due to poor combustion turbulence and hence bad mixing.

Many chemical reactions, it has been demonstrated, will proceed very slowly, or not at all, in the absence of water molecules. Among them is the one between carbon monoxide and oxygen, which will not explode together if perfectly dry. The water acts as a catalyst therefore—not a fuel—thereby promoting the $2\text{CO} + \text{O}_2 \rightarrow 2\text{CO}_2$ reaction which, in turn, results in release of energy unavailable under normal conditions. This reduces the amount of fuel necessary for a given job, thereby resulting in more m.p.g.

Briefly, then, water injection aids carbon combustion by catalytic action of the water, giving an increase in thermal efficiency, hence power output, acceleration and pulling power. It should be understood that the foregoing is merely an outline of my idea.

Norwich.

B. DAINES

Women Motor Cyclists

Big 'Uns Should Not Mock the Tiddlers

I WOULD like to comment on a remark made by Mrs. A. Foulsham in her letter in *The Motor Cycle* for June 5 that "very few scooter clubs are interested in rides of 250 miles; all they seem to do is trot round the square a few times." Such is certainly not the case. While 250 miles may be a bit of a stretch for a comfortable day's run on a one-fifty ridden two-up, the club with which I ride frequently does up to 200 miles. The other Sunday, for instance, 170 miles were covered.



"He did make a proposal last week . . . that I should lend him £70 towards a new five-hundred"

There is no sense in the big 'uns running down the tiddlers. I ride a 500 c.c. machine but, recently acquiring a girl friend with a scooter, I have had the pleasure of riding pillion and must admit that I have been most impressed by the performance (of the scooter, of course). We cruise at 40 to 50 m.p.h., admittedly at fairly high revs and sounding rather like an angry bee, but with little loss of comfort which is more than compensated for by economical running costs. Goliath mocked David and look what happened to him!

London, S.E.26.

"TUC 158"

Teach Your Wife to Drive the Family Outfit

YOUR correspondent F. Adlington (May 22) is, in my experience, unique among motor cyclists. His illogical attitude towards women riders is happily very rare. The differences between the two models of homo sapiens, interesting though they undoubtedly are, do not hinder either from becoming a skilful and enthusiastic motor cyclist. Proof? Certainly. My wife, though no mighty Amazon, learned to drive my ES2 to which is attached a heavy two-seater sidecar. On passing her M.O.T. driving test (at the first attempt) she was complimented by the examiner on her skilful handling of the outfit. (How many tests did Mr. Adlington take before he was considered competent?)

In view of our experience, my wife and I would strongly recommend any family man with a sidecar outfit to teach his wife to drive. Apart from the obvious advantages of having a relief driver for long runs and easier, more selective mid-week shopping for the wife, the children's long summer holiday from school becomes a full holiday instead of being confined to dad's annual fortnight and weekends.

"HSF 903"

Leeds, 11.

Couldn't Care Less

Eleven Garages Refused a Puncture Repair

NORMALLY I do minor repairs myself. However, the other day on the way to work I found that I had a puncture in the front tyre and, not having enough time to repair it myself while at work, I decided to ask a garage to do it so that I could pick up the machine on my way home at night.

Altogether I visited 11 garages all willing to repair a car tyre, but refusing when told that it was a motor cycle; several, indeed, pointed out that it was against their rules to handle a motor cycle. Are motor cyclists therefore to sit at the roadside and do their own repairs while the garages stay open just for car owners who, nine times out of ten, carry a spare wheel anyway?

J. P. P. BELL

Stalybridge, Cheshire.

Attitude of Garage Proprietors Would Change if . . .

YOUR correspondent who complained of the refusal of garages to deal with tyre trouble (June 12) may rest assured that if ever the day arrives when motor-cycle wheels can be removed and replaced as quickly and easily as car wheels can, garage proprietors' attitude will change. Thirty years ago many motor cycles were fitted with quickly detachable and interchangeable wheels—to mention only a few: Rudge, A.J.S., Sunbeam, Norton, B.S.A., Chater-Lea, Matchless, Raleigh.

With some so-called machines today one has to be a cross between a Houdini and an all-in wrestler to change a wheel; sometimes it is an exhausting job taking quite a long time. In an editorial in 1928 you asked: "Is it too much to expect that by this time next year all machines will be fitted with quickly detachable and interchangeable wheels?" Evidently it was.

Bramhall, Cheshire.

G. BOWKER



The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

Esso BULLETIN

THRUXTON 500 MILES RACE - JUNE 21

SINGLE-CYLINDER CLASS
(Up to 1000 c.c.)

1st Brian Herbert and Gerald Turner
NORTON

SINGLE-CYLINDER CLASS
(Up to 350 c.c.)

1st Tony Jeffery and Louis Carr
B.S.A.

(Subject to official confirmation)

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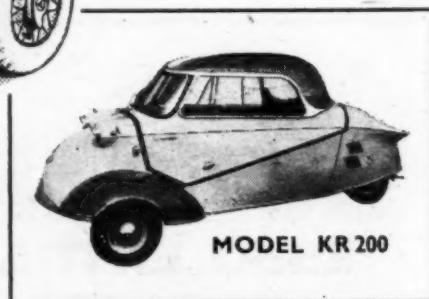
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MODEL KR 200

COMPETITION
COMMENTARY

Flagging at Scrambles

Cut Out the Last-lap Signal : Criticism of Riding Standards : Time-cum-observation Trials

A STAUNCH advocate of the international system of flagging at scrambles (where each rider is flagged off when the winner has crossed the finishing line), I am sorry to see some organizers adopting it without discarding the last-lap flag. What complications might arise? Well, suppose the leader has lapped all other riders by the time he begins his last lap and he then has to retire. What happens to the rest of the runners? Remember, they have already received the yellow-and-black flag, so next time round they will have to be given the chequered flag. But even the winner will have done one lap too few!

FIFTY-YEAR-OLD Frank Chambers from Newcastle under Lyme, many times competitor in the British Experts' Trial and now an ardent participant in long-distance semi-sporting trials and rallies, is concerned at what he describes as the deplorable standard of riding in such events as the Exeter and Land's End trials. Checking the special-test times on the Land's End Trial, I see that Chambers, although riding a scooter, clocked better times in each test than the average, so I feel that his criticism must be valid. Many competitors rode pukka trials machines and for them to have been beaten by a scooter certainly warrants Frank's use of the word deplorable.

THE varied standards of riding along the rain-soaked Ridge Way in the Sunbeam "200" would have interested Chambers. Many competitors (including some on Army

BY RALPH VENABLES

machines) reached the end of the 33-mile section with as much as 20m in hand, yet others, on more suitable machinery, were excluded for being more than half an hour late. The required average speed was a modest 16.5 m.p.h. Too fast? Some riders complained that it was too slow!

INCLUSION of this 33-mile stretch of Ridge Way (which for most of the distance is a wide downland track with a grassy surface and occasional ruts) caused raising of eyebrows and tut-tutting of tongues in some quarters. Personally I felt that the clerk of the course had made a wise choice. When I used to plot the route for the "200" I made a point of including at least one historic trackway each year—Harrow Way, Lun Way, Shaftesbury Drove and so on. Next year, if I have any say in things (which I doubt), the *pièce de résistance* will be the Ox Drove south-west of Salisbury. To anyone with an interest in rural England in general (and archaeology in particular) these ancient green roads have a fascination which not even 16.5 m.p.h. on a wet night can quell for very long.

AFTER months of tedious correspondence with the West Sussex County Council, the following letter has reached me: "The appropriate committee of the County Council has considered your application to include

certain bridleways in the South-Downs Trial on August 17, and has agreed that consent be given." This is something of a milestone in the battle which trials organizers have been waging ever since the restriction on the use of footpaths and bridleways was introduced in 1956, for three important facts emerge: (a) it is the first time permission has been granted in West Sussex, (b) permission was refused for the use of the same tracks last year, (c) the permission has been given in the face of opposition from all parish councils concerned. At last it seems that trials organizers in Sussex are to get a fair crack of the whip.

STILL a talking point with competitors is the Haslemere Club's Punch Bowl Sporting Trial—a Scott-type event which seems to have opened the eyes of ordinary South-Eastern Centre clubmen to the hitherto unsuspected delights of time-cum-observation trials. "Let's have more of them," they clamour. But where? For an entry of well over 200, a 12-mile circuit is barely long enough, yet that is just about as much as one can squeeze out of Weaver's Down. Large areas of private ground or semi-private moorland are scarce almost to the point of non-existence in the home counties, but I have often cast covetous eyes on those remote tracts of the New Forest where the Ringwood Club holds its national Perce Simon Trial. A Scott-type event there, on a 20-mile course, could prove the most popular trial in the South.

Killinchy "150"

THE County Down rider J. McGimpsey, (348 Velocette) on Saturday won the 150-mile handicap race of the Killinchy Club run over the Dundrod course, Northern Ireland. His average speed was 72.71 m.p.h. With a handicap allowance of two laps and four minutes, McGimpsey rapidly moved up from midfield until by half distance he was challenging the leader, J. J. Miller (348 A.J.S.). There were 66 starters and the race was fought out in steady drizzle; occasionally there were even patches of fog at the Hairpin Bend.

Early in the event R. T. Johnston (248 Excelsior) led the field, with J. Winstanley (249 Rudge) close behind and W. L. Scott (199 Triumph) in third place; all three had large allowances. R. Wylie (249 A.J.S.) moved into second place and then Miller displaced him.

At that stage the main interest in the race switched to how long Ralph Rensen (348 Norton) could hold his one-minute advantage on handicap over the Ulsterman, Bob Ferguson (499 Norton). Ferguson had a stop at the pits to make an adjustment but was soon on the move again in an effort to whittle down the gap. He went on to make fastest lap of the day at 77.83 m.p.h., which was very good considering the rain.

Ulster fans were keen for a battle between Rensen and young Tom Robb (247 N.S.U.), both of them on the minute mark. But Robb had a series of stoppages, one owing to trouble with his goggles, and eventually retired, but not before making fastest 250 c.c. lap. A feature of the event was a fine duel between last



B. Beardsworth (348 A.J.S.) goes wide at the Dundrod hairpin to make way for Bob Coulter (345 B.S.A.) who was second both in the handicap and the 350 c.c. scratch race

year's winner, Bob Coulter (348 B.S.A.), and F. Gordon (499 Norton). With only one lap to go, W. White (499 Norton) looked a certainty for second place but he went out with mechanical trouble and Coulter came through to take second berth on handicap.

Handicap.—1. J. McGimpsey (348 Velocette), 1h 51m 5s, 72.71 m.p.h. (allowance, 2 laps 4m); 2. R. Coulter (348 B.S.A.), 1h 55m 33s, 74.76 m.p.h. (1 lap 2m 30s); 3. R. McBrinn (348 Norton), 1h 56m 7s, 74.41 m.p.h. (1 lap 2m 30s); 4. D. Crawford (348 Norton), 1h 56m 45s, 73.55 m.p.h. (1 lap 3m 30s); 5. A. Brown (348 B.S.A.),

1h 57m 5s, 71.46 m.p.h. (2 laps); 6. M. Brosnan (499 Norton), 1h 57m 19s, 71.51 m.p.h. (2 laps).
350 c.c. Class.—1. R. Ferguson (Norton), 1h 51m 57s, 74.81 m.p.h.; 2. T. W. Holmes (B.S.A.), 1h 54m 2s, 71.81 m.p.h.; 3. Brosnan. **Fastest Lap.**—Ferguson, 5m 43s, 77.83 m.p.h.
350 c.c. Class.—1. R. B. Rensen (Norton), 1h 55m 33s, 75.78 m.p.h.; 2. Coulter; 3. McBrinn. **Fastest Lap.**—Rensen and Coulter, 5m 44s, 77.61 m.p.h.
250 c.c. Class.—1. S. Hodgins (Velocette), 1h 52m 21s, 67.63 m.p.h.; 2. D. Andrews (N.S.U.), 1h 56m 7s, 66.28 m.p.h.; 3. R. T. Johnston (Excelsior), 1h 56m 3s, 58.26 m.p.h. **Fastest Lap.**—T. Robb (N.S.U.), 5m 57s, 74.78 m.p.h.
Visitor's Award.—J. E. Griffiths (499 Norton).



Left: This map, showing a section of Hadrian's Wall, is based on the Ordnance Survey and is reproduced by permission of the Controller of H.M. Stationery Office; Crown copyright reserved. Below: "The wall goes over the Whin Sill Crags." This picture shows the great Roman structure from Cuddy's Crags, Northumberland

Over the Roman Wall

PAUL BLACK AND HIS FAMILY CAMP AND
SAMPLE THE DELIGHTS ON BOTH SIDES
WITHOUT INCURRING BLOODSHED

THE streets were still empty as the family sidecar outfit and trailer slipped through the suburbs and headed north. It was just as well, for the dog, Snuff, who always howls his delight when starting out on a camping tour, was in remarkably good voice. Our early start was rewarded by light traffic and we were soon past Doncaster, following A1.

I have often wondered what happens when a trailer tyre punctures. Does one drive on in blissful ignorance until the tyre comes off and the spokes go one by one? Twice in the day's run the question was almost answered. At Ferrybridge a motorist waved us to stop just in time. The tyre was flat but inflatable. Jane on the pillion kept an eye on it until we reached Wetherby and bought the last tube they had. Then at Boroughbridge, wanting a scenic background to our wayside lunch, we turned aside to the Devil's Arrows. These monster standing stones, by the way, out-top even Stonehenge: the tallest is 22ft high. Using one of them as a back-rest, I was enjoying a post-prandial pipe when Mary reported that the other trailer tyre was as flat as a pancake. Once again the repair was easy. In due course we dropped from the Durham hills into Northumberland. The Panther's long haul was nearly over. At Hexham we turned south to a camp site at Dipton Mill. It was 4 p.m. and, with 170 miles on the clock, we were ready for the high-teen my wife produced from somewhere in the sidecar nose.

We soon realized that Northumberland was not going to be the austere county we had expected. Our tents overlooked Dipton Burn which might have been a Devon coomb. There were wild flowers growing beside the stream, a rock pool for bathing and miles of luxuriant woods reputed to be the haunt of badgers and roe deer. In contrast we found grim old castles and towers, relics of the time when border raids were an every-



day occurrence. For example there were the Moot Hall at Hexham and the Gatehouse which makes Blanchland a village fortress; at Corbridge even the vicar had his Peel Tower.

But they were mere medieval frippery. What we had come to see was the Roman Wall. Stretching for 73½ miles from Tyne to Solway, this frontier of the Roman Empire was built by Hadrian in A.D. 122 to 126. Kipling's centurion in *Puck of Pook's Hill* declared: "Old men who have followed the Eagles since boyhood say nothing in the Empire is more wonderful than the first sight of the Wall." Our first sight of it was at Brunton, four miles north of Hexham. Though now only a third of its original height, the Wall impresses by sheer incongruity—ancient Rome in an English meadow! From nearby Chollerford we turned west along B6318 and toured the actual line patrolled by the Roman sentries; the road is laid on the Wall's foundations. Farther on the road veers south-west to avoid the Whin Sill Crags but the Wall, now magnificently spectacular, goes straight on over them. Parking the outfit, we climbed up to it past the fort at Housesteads and from Cuddy's Crags gazed over the bare, rolling hills to the Cheviots. Standing there, we wondered what it felt like to be a Roman soldier waiting for the Painted People to spring an attack. There is much else to see besides the Wall. For two whole days we ferreted about among the ruins from Corstopitum (Corbridge) to Vindolana. We strolled in pagan

Another
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temples, sat in Roman baths, explored barracks, mile castles and all the rest.

Back at Dipton Mill we met an enthusiast with a Triumph outfit cleverly fitted out for carrying camping gear. Brackets here and there supported quickly detachable cases, enabling him to dispense with a trailer and still find room for his family. Snuff appreciated the encounter because he was identified from a photograph published in *The Motor Cycle* three years previously. I thought about the Triumph outfit next day and wondered if, over these serpentine Northumberland roads, it might prove handier than our own. We were moving on over the Wall to the coast. We had a wonderful run up the North Tyne valley to Bellingham, through the hills to Otterburn, down the Coquet to Rothbury and on through Alnwick. It would be hard to find 50 miles of more delightful scenery—or 50 miles more demanding on clutch and gears. After innumerable twists and turns and ups and downs we reached Beadnell, set up our tents by the sea and devoted the next few days to exploring the coast and eating kippers.

Craster kippers, landed in the morning, pickled by midday, smoked in the afternoon and ready by teatime, are a very different kettle of fish from those proffered by the city fishmonger. As for the coast, you have quaint fishing harbours, sands, dunes and castles romantically poised above the sea. A boat trip takes you to the Farne Islands with their seals, guillemots and puffins. More accessible is Lindisfarne or Holy Island, cradle of Christianity in the north of England, for at low water you can ride there over the sands. One fine morning we joined a queue of mechanically propelled vehicles waiting on the causeway for the water to subside. Before that happened, though, the bolder spirits were already splashing through. First across was a van which stuck and had to be pushed to land by wading hikers. Then came a couple of scooters and a lightweight with a girl pillionist. We were last of them all, the Model 100 being but three months old and its owner fussy about the effect of salt water on polished aluminium.

From the end of the causeway we crossed $1\frac{1}{2}$ miles of sands. Occasional refuge towers and a wrecked and rusty car optimistically labelled "For Sale" indicated that it would be unwise to take liberties with time and tide. The island, a charming, remote spot, has a ruined priory in pink sandstone and a castle incredibly perched on a pinnacle of rock.

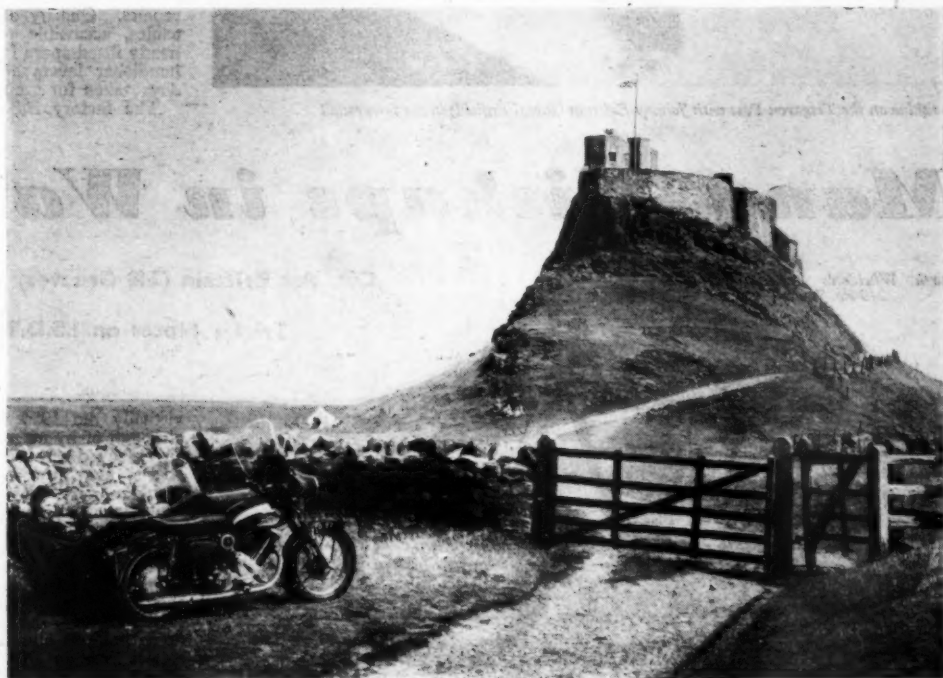
To enter Scotland from these parts you simply turn west.

In this way we crossed the border and found an excellent camp site beside the Tweed at Dryburgh. With its river scenery, ruined abbeys, peel towers and Sir Walter Scott associations the Tweed valley is a tourists' paradise. Alas, on this occasion it also proved to be a photographer's purgatory: the sun refused to shine! Returning to England by Carter Bar, we overhauled a Lambretta with sidecar heavily laden with camping gear and its passenger on the pillion. I marvelled how the tiny outfit had managed the long climb to the border. However, any feelings of superiority were paid for later on. Recrossing the Wall near Corbridge, we took to the hills through Edmondbyers, Stanhope and Egglestone. It had been a day of thunderstorms and cloudbursts. Shreds of torn clouds hung mistily about us. Through them we glimpsed wild moorlands as the road climbed above 1,400ft. Then, just beyond Stanhope, it happened! On a modest 1 in 6 gradient we stalled in bottom gear. Partly choked jet? Whatever the cause, it was a decidedly chastened Panther owner who later that evening slowly drew into the camp site at Barnard Castle.

After a night of torrential rain, High Force was the obvious choice for the next day's run. Duly impressed by this magnificent waterfall, we turned back by Lune Dale and over the fells to Brough to see the castle. Then, atoning for the previous day's defeat, the outfit swept us up in fine style to Tan Hill Inn which, at 1,732ft, is England's highest hostelry—and surely one of the loneliest, too. While we refreshed ourselves two audacious white goats pestered us for biscuits, clambering all over the sidecar much to the embarrassment of Snuff who had never met their kind before.

One day we must go back to Barnard Castle. There is Egglestone Abbey to see, to say nothing of Roman remains, castles, dales and moors. But next time we shall avoid the season of wasps. I have never seen so many. They got into everything. Some even went with us to our last camp of the tour at Rievaulx Abbey in Yorkshire, flying out when we unpacked the trailer. Unnerved by that experience at Stanhope, I had shirked 1 in 4 Sutton Bank, approaching Rievaulx through Thirsk, Coxwold and Helmsley. It is a lovely district, this "brotherhood of little valleys" as Dorothy Wordsworth called it, and it provided a fitting conclusion for our north-easterly tour. It was our first time over the Roman Wall. We thought the country on both sides quite superb but I will not risk border warfare by saying which we preferred!

Another Northumberland shot—showing the castle at Holy Island and the author's Panther and Watsonian





Sunshine on the Tregaron Pass with Johnny Brittain (Royal Enfield) in the foreground

FROM Wednesday to Saturday last week Llandrindod Wells was the scene of combined operations by the Mid-Wales Centre and the Auto-Cycle Union. First there was the Welsh Three-Day Trial (into which were woven the A.C.U.'s selection tests for this year's International Six Days' Trial) and, secondly, came the Welsh Trophy Trial on the Saturday. So from Tuesday evening until Saturday night Llandrindod was a hive of activity.

The Three-Day Trial attracted an entry of 55 solos and three sidecars, and among the former were 24 I.S.D.T. Trophy and Vase team aspirants who, in addition to competing in the trial itself, were required to undergo mechanical tests which had to be carried out during the trial.

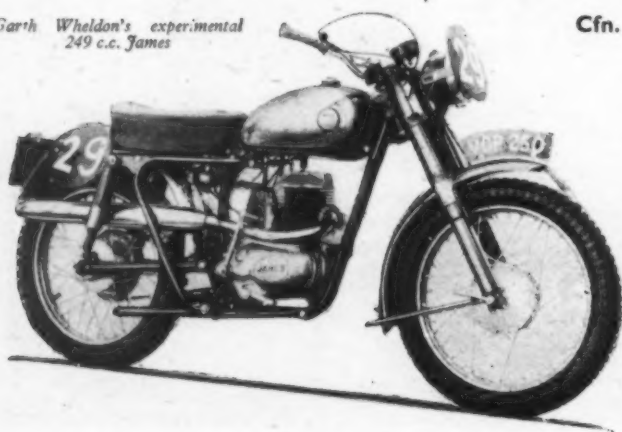
Three Francis-Barnetts and one James were fitted with sports rear tyres and the three Royal Enfields with similar tyres front and rear—hence the riders were ineligible for awards because, under A.C.U. rules, only approved pattern trials tyres are permitted on public roads. The riders concerned wanted to gain further experience of sports tyres before making up their minds on the equipment of their machines should they be selected to ride in the British teams. (This year's I.S.D.T. takes place in Bavaria from September 22 to 27.)

The round-up of I.S.D.T. "possibles"—all of whom had to compete at a higher speed schedule than most of the private entries—made an impressive sight with their gleaming machines on the sunlit Tuesday evening. Almost all the machines were modified in the accepted I.S.D.T. style to provide the minimum hindrance to adjustments and running repairs. Quickly detachable wheels and cables, accessible tools, air bottles and neatly fitted spare footrests, brake pedals, handlebar levers and spokes are, these days, taken for granted.

The factory B.S.A. Gold Stars were

Many Mishaps in Wales

Garth Wheldon's experimental
249 c.c. James

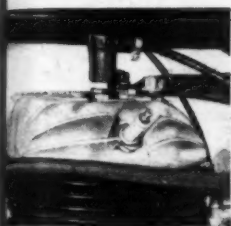
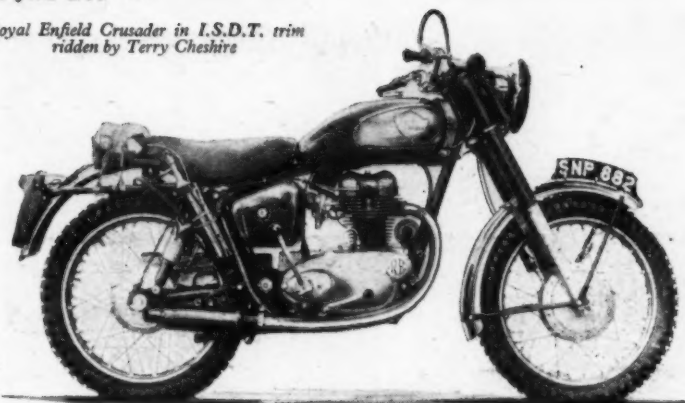


Cfn. Pat Brittain (248 Greeves) Wins Three-Day

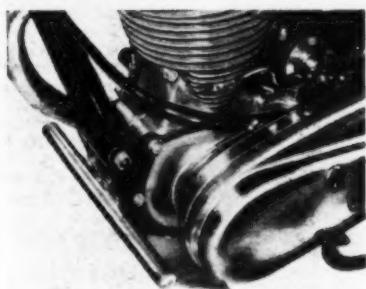
Trial : Notes on I.S.D.T. Models

virtually the 1956 I.S.D.T. jobs which, although of by no means pristine appearance, looked as businesslike as ever. The Ariels, too, were straightforward, workmanlike jobs. Basis of the 348 c.c. Matchless ridden by Bob Manns is the scrambler model modified in a number of details to make it suitable for road use. Since a silenced exhaust system must be employed, standard cams are fitted. Like the pressed-steel primary chaincase of earlier models, the light-alloy case has a dome in sheet aluminium retained by six screws passing through open-end slots. When the screws are loosened the cover

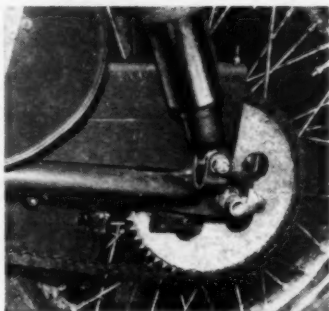
Royal Enfield Crusader in I.S.D.T. trim
ridden by Terry Cheshire



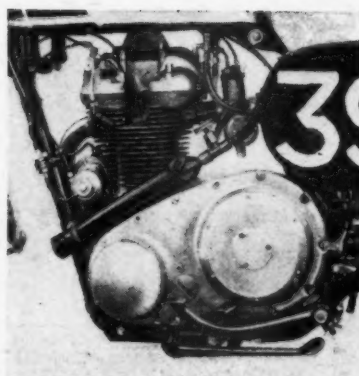
Left: A spare sparking plug is fitted in the head of Ernie Smith's Francis-Barnett



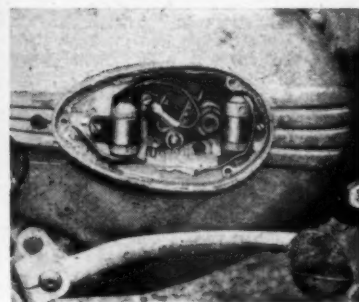
Below: Britain's Royal Enfield has a transverse bar with steel flaps to protect the oil-pump housing on the right side and the chaincase on the left side



Chain oiler fed from the fork leg on Greeves models. The bolt in the top of the cover provides a hook for the end of the chain when necessary



Quickly detachable dome on the light-alloy chaincase of the 348 c.c. Matchless ridden by Bob Manns. The picture was taken during a plug change



Above: Accessible condenser on the Villiers engine of Brian Stonebridge's Greeves. The condenser on the right is a spare. Jack Simpson's 248 c.c. Greeves is shown below



can be turned a few degrees and detached, so that the clutch is accessible.

An oil tank is fitted within the rear sub-frame tubes on the left side and, matching the tank on the right side, is a large-volume air filter, which can be reached for cleaning purposes within a matter of seconds.

One of the most interesting models is the experimental Royal Enfield 248 c.c. Crusader ridden by Terry Cheshire. The engine is pepped up, with raised compression ratio, special cams and a light-alloy cylinder head. The machine is said to be capable of about 80 m.p.h. Other non-standard fittings are a 7in-diameter front brake in the full-width light-alloy hub and light-alloy, blade-type mudguards.

Simplified ignition and lighting equipment is employed. Instead of the standard Lucas A.C. generator system with its rectifier and battery, four of the generator coils feed a special high-tension coil for ignition purposes and the two remaining

stator coils provide current for direct lighting. Hence in the Lucas energy transfer system, as the new equipment is called, the rectifier and battery are dispensed with—an advantage that results in weight saving as well as simplicity.

Another variant on the electrical side is direct ignition and lighting from the Wipac A.C. generators of the factory Francis-Barnett and James machines fitted with the two-fifty A.M.C. two-stroke power units. The direct ignition system is, of course, standard on the Scrambler 82 Francis-Barnetts and the models for the

I.S.D.T., like Manns' Matchless, have a distinct affinity with the production scramblers.

Electrical modifications also appear on many other machines including the three-fifty Royal Enfields, Manns' Matchless and the 498 c.c. Triumph ridden by Roy Peplow. In these instances ignition is by Lucas magneto and the A.C. generator is adapted to provide direct lighting only.

Garth Wheldon's James is a prototype competition model being developed for the 1959 range. The tubular frame is of particularly robust construction with the top



Left: Arthur Prince keeps an eye on Brian Sharp (249 Francis-Barnett) as he carries out the chain test. Ahead of him are Eric Adcock (248 Dot) and Terry Cheshire (248 Royal Enfield). In light coat and beret is Jack Stocker. On the right, Sid Wicken (347 Matchless) is removing a rear shock-absorber leg.

tube curving downward to form the seat member which is attached to the lug for the pivoted rear fork. The front fork is an A.M.C. Teledraulic.

Outstanding for the forethought that has gone into their preparation are the 248 c.c. Greeves models used by Brian Stonebridge and Jack Simpson and the 225 c.c. jobs ridden by some of the Army riders. (Other Army nominees were on 248 c.c. Dots.) The 248 c.c. units have Vale-Onslow barrels (as have the Dots) on Villiers 9E (197 c.c.) bottom halves and Amal Monobloc carburettors.

Brake drums are stiffened by large, shrunk-on, light-alloy finning which also aids cooling. The left-side leg of the pivoted rear fork is employed as the reservoir for the chain oiler with an accessible filler in the pivot tube. Most cunning modification of all is the repositioning of the ignition condenser so that it can be reached easily when the contact-breaker cover—retained by three screws—is taken off; more than that, a spare condenser is fitted in place and can be brought into use simply by loosening a screw, pulling out one spade terminal and inserting another under the screw head.

Tuesday night's good weather forecast was amply fulfilled on Wednesday when the rolling hills around Llandrindod were a vivid green beneath cloudless skies. Only Eric Adcock (248 Dot) experienced real difficulty in starting; eventually he got away with his engine misfiring and spitting back, but after lunch he retired with seizure. Other victims of the same trouble were two of the Army teamsters on Dots—Sgt. Alec Nicholson and WO2 Jim Day—and J. G. Ferguson on an interesting two-fifty Villiers twin V.S. & S. (Victoria Sales and Service). Dave Curtis (347 Matchless) retired with a split petrol tank, and Gordon Blakeway (497 Ariel), Bill Faulkner (249 Francis-Barnett) and Albert Glassbrook (496 B.S.A.) were plagued by tyre trouble; all lost marks.

Another unfortunate was Dave Bryant, the one-legged driver of an immaculate 592 c.c. A.J.S. with Garrard sidcar. His special gear-change mechanism broke and, shortly afterwards, he lost his way; in the circumstances he did uncommonly well to drop only nine marks.

On the whole, the time schedules were easy—thanks to dry roads and excellent route-marking. But it was noticeable that the competition tyres showed an alarming amount of wear by the end of the day. True, much of the going was rough and rocky, yet the ordinary trials covers suffered hardly at all. There were two special tests—a "go-stop-go" in the morning and a brake test after lunch. John Giles (649 Triumph) overshot the line in the latter (a lapse which was to cost him a vital mark). The easy conditions were reflected in the fact that of the 55 starters 36 finished with clean sheets. Riders with competition tyres were saying that it would be all right when the rain came!

And come it did—in the small hours of Thursday morning. Throughout the day the rain continued, occasionally made more objectionable by swirling hill mist. Schedules were proportionately more difficult to maintain. An additional problem was the almost complete absence of petrol pumps on the route; many riders found themselves with dry tanks. Frank Woodward (498 Matchless sc), until then the only unpunished sidcar competitor, ran out of fuel miles from civilization and gave up in disgust. So did several others.

First to drop out on Thursday morning had been John Harris, with a broken front fork on his 197 c.c. James. Dave Curtis, who had fitted a replacement petrol tank, crashed heavily and retired with a bent front wheel and fork (and four bent barrels which were in his line of fire!). Peter Taft (499 B.S.A.), too, went out with a damaged front wheel, but Arthur Lampkin (348 B.S.A.) was able to press on despite a sticking throttle slide which caused him to run out of road in hectic fashion. Peter Stirland (346 Royal Enfield) lost nearly an hour rectifying a front brake fault and Terry Cheshire retired with a disintegrated clutch.

The main mark-loser for I.S.D.T.-team aspirants turned out to be the time check at Cefn Coch—shortly before which the riders had been stopped and told to remove and replace their front tubes. The schedule was particularly tight and all lost marks there except Triss Sharp (249 Francis-Barnett) and John Giles. Sharp, like Roy Peplow (498 Triumph), was shaping

brilliantly in his first I.S.D.T. tests, but he had already forfeited a mark for late arrival at the Claeuwen check after coping with a "drowned" engine. Giles, of course, had lost that mark on the previous day's brake test—so by Thursday evening every "fast-schedule" man had dropped marks except John Houghton (197 James). Ironically, Houghton was not one of the I.S.D.T. nominees. It had been a testing day indeed, and only seven riders besides Houghton remained unpunished.

The weather was much better on Friday, but incidents continued to come thick and fast. Right at the outset, Brian Sharp (249 Francis-Barnett) had a seven-minute struggle before his engine would start, then Garth Wheldon retired with a total absence of sparks and Ernie Smith (249 Francis-Barnett) retired after a 50 m.p.h. front-tyre burst had deposited him smartly in the river. Tim Gibbes (497 Ariel) dropped out with seized suspension (fore and aft).

Arthur Lampkin's rear brake ceased to operate, Terry Cheshire and Peter Fletcher (246 Royal Enfield) each had punctures (two for Cheshire), and both Stirland and Bryant dropped marks for late arrival at a time check when they lost their way. But Bryant, as the sole sidcar survivor, had only to finish in order to win his class—and what an ovation he received at the prize presentation that night! In the solo category, however, there were six clean sheets—so combined times of all special tests were required to find the winner.

Dragon Trophy (best performance).—Cfn. P. N. Brittain (248 Greeves). 0 marks lost. **Stocker Bowl (best performance, fast schedule).**—J. B. Houghton (197 James). 0. **Radnor Cup (best sidcar).**—D. Bryant (592 A.J.S.). 17. **Services Cup (best Army rider).**—Sgt. D. H. Brooker (499 B.S.A.). 0. **Best 174 c.c.**—J. C. Bodenham (174 D.M.W.). 0. **Best 250 c.c.**—Cfn. R. S. Hart (248 Greeves). 1. **Best 350 c.c.**—J. S. Pigott (347 Matchless). 0. **Best 500 c.c.**—J. R. Hobbs (498 Matchless). 0. **Best Team (slow schedule).**—Army M.C.A. (Cfn. F. N. Brittain, Cfn. R. S. Hart, Sgt. T. H. Challoner). 4. **Best Team (fast schedule).**—Triumph (J. R. Giles, R. S. Peplow, K. Heanes). 7. **Special First-class Awards.**—J. R. Giles (649 Triumph). 1; R. S. Peplow (498 Triumph) and S. B. Manns (348 Matchless). 2; K. Heanes (498 Triumph). 3. **First-class Awards.**—E. D. Chilton (649 Triumph). 1; J. G. Ferguson (249 V.S. & S.). 2; Sgt. T. H. Challoner (225 Greeves). 3; W. Sagar (347 Ariel). 10. **Second-class Awards.**—E. R. Wicken (347 Matchless). 5; B. G. Stonebridge (248 Greeves). 6; B. W. Martin (499 B.S.A.). 7; J. M. Simpson (248 Greeves). 8.

(Please turn to the next page for the report on the Welsh Trophy Trial.)

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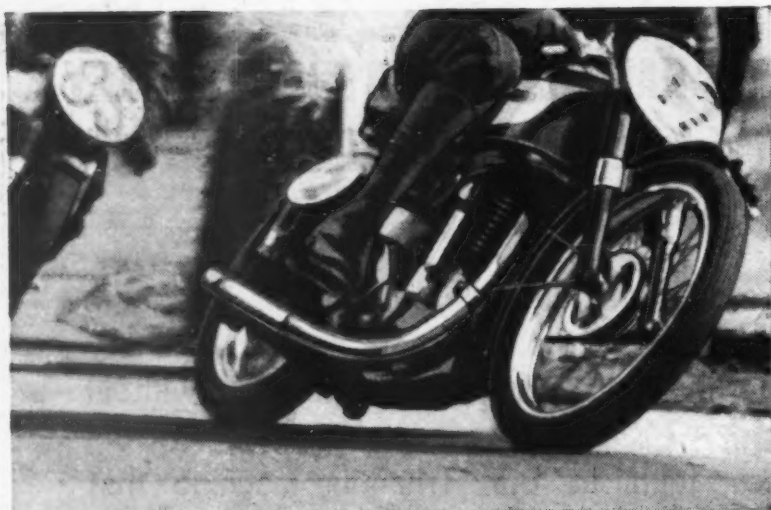
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NO CLEAN SHEETS HERE!

Welsh Trophy Trial Last Saturday a Stinging Follow-up to the Three-Day : Gordon Jackson (347 A.J.S.) Wins With No Fewer Than 34 Marks Lost : Frank Darrieulat (B.S.A.) the Best Sidecar

WITH six clean sheets in the Welsh Three-Day Trial (described on pages 822 to 824) which had finished the previous evening, the organizers of the national Welsh Trophy Trial starting from Llandrindod Wells on Saturday were confident that a drastic change was about to take place. And how right they were! The 17 observed sections included in this year's event were so tough that even the winner—Gordon Jackson (347 A.J.S.)—dropped well over 30 marks, and first-class awards went to anyone who contrived to finish below 76.

Seldom can any trial have included such a wealth of natural sections, most of them abounding in rocks and mud. At least half the hazards were as difficult as anything found in a British Experts' Trial, and several of the 116 competitors (107 solos, nine sidecars) were in a state of near-collapse by the time they had struggled to the top of such atrocities as Bongham, Cefnlllys and Danygraig. These were the last three hills, and more than one competitor was seen to give them a miss rather than suffer further exhaustion.

But for riders of the Jackson-Brittain calibre it was perhaps the finest test of skill seen anywhere this year and, of the 58 sub-sections which were included in the 69-mile course, only a handful remained unconquered. Sidecar competitors had fewer sections to cover, so that their loss of marks was proportionately lower.

A showery morning gradually gave way to brilliant sunshine, and only the slowness with which results were announced tended to mar a magnificent trial.

With observed sections so extremely difficult it might well have been supposed that award winners would be separated by a wide margin—but, in fact, the marks were close enough to maintain a real needle match to the bitter end. The large crowd of spectators congregated on Danygraig, therefore, not only had the interest of watching brilliant riding but were able to see the final results take shape before their very eyes.

Had either Gordon Jackson or Frank Darrieulat indulged in just one more foot on Danygraig's slimy rocks, then at least one of the premier awards would have changed hands at the last moment—for Johnny Brittain (499 Royal Enfield) and Peter Roydhouse (490 Norton sc) were each no more than two marks behind their respective rivals at the finish.

Best Solo.—G. L. Jackson (347 A.J.S.) 34 marks lost. **Best Sidecar.**—F. Darrieulat (499 B.S.A.) 28. **Runner-up Sidecar.**—P. W. Roydhouse (490 Norton), 30.

Best 175 c.c.—M. B. Smith (148 Cotton), 87. **Best 250 c.c.**—R. S. Peplow (199 Triumph), 39. **Best 350 c.c.**—P. T. Striland (346 Royal Enfield), 55. **Best 500 c.c.**—J. V. Brittain (499 Royal Enfield), 56.

Best Mid-Wales Centre Resident.—D. J. Davies

(197 Francis-Barnett), 94. **Best East-South Wales Centre Resident.**—G. Samuel (197 D.M.W.), 65. **Best Club Team.**—Sunbeam (G. L. Jackson, J. R. Giles, S. R. Wicken), 146. **First-class Awards.**—W. C. Slocombe (499 B.S.A. sc), 51; J. R. Giles (199 Triumph), 39; S. B. Manns (347 A.J.S.), 60; P. N. Brittain (346 Royal Enfield), 61; G. Samuel (197 D.M.W.), 65; R. S. Hart (197 James) and D. Chadwick (197 Dot), 65; D. A. Webber (197 James), 66; B. W. Martin (348 B.S.A.), M. Dismore (346 Royal Enfield) and E. Adecock (197 Dot), 68; J. E. Lee (249 Francis-Barnett), 70; R. Cooper (347 Ariel) and L. Jones (490 Norton), 75; S. R. Wicken (347 Matchless), 75.

Muddy Scramble

UNDOUBTED master of the mud in last Sunday's Kings Norton Club scramble at Feckenham, Worcestershire, was J. Burton (B.S.A.) who won the two major races. A heavy downpour preceding the heats of the 500 c.c. event left some parts of the course at Berrow Hill Farm in a very glutinous condition which clogged wheels and reduced the number of finishers in each heat to a handful. Officials carried out drastic re-routing of the course and, by cutting the number of laps in the remaining events to four, succeeded in producing two closely fought races to end the day.

250 c.c. Race (6 laps).—1, J. D. Stallard (199 Triumph); 2, J. L. Harris (197 Greeves); 3, S. Bickerton (Dot). **350 c.c. Race** (8 laps).—1, R. J. Langston (Ariel); 2, J. Burton (B.S.A.); 3, Stallard (199 Triumph).

500 c.c. Race (4 laps).—1, Burton (B.S.A.); 2, B. W. Martin (B.S.A.); 3, Langston (Ariel). **Unlimited c.c. Race** (4 laps).—1, Burton (B.S.A.); 2, P. N. Taft (B.S.A.); 3, Stallard (Triumph).

Australian Racing

STAR of the Queen's Birthday road-race meeting held at Darley, near Melbourne, Australia, on June 16 was Ken Rumble (Velocette and Nortons). He scored convincing wins in the 250, 350 and 500 c.c. classes and in the Harvey Wiltshire Race. At a race meeting held at Port Wakefield, South Australia, on the same day, M. Parkinson (B.S.A.) scored a surprise win in the Junior Race from George Huse (Norton).

A Buchan Double

THE Aberdeen Club held its first speed meeting of the season at Crimond on Saturday and a good crowd saw a full programme featuring many well-known Scottish riders. The racing opened with an innovation for Crimond—a 200 c.c. race—won by A. Smith on a Ducati well ahead of young J. Gow on a home-brewed machine that looked very much like a Tiger Cub-powered Bantam. G. Bell on another Ducati was in third berth. The 250 c.c. class developed into a grim little duel between Joe Furneaux on one of the well-known Furneaux Specials and C. Bruce's beautifully prepared Velocette, which finally got ahead near the end.

Jimmy Buchan was a worthy winner on his Parkinson Nortons in both the 350 c.c. and unlimited c.c. classes. In the smaller class he was followed home by G. Bell and Ewan Haldane (Nortons) but in the unlimited c.c. race Bell had the bad luck to seize his engine and A. K. Howth brought into third place



R. J. Goodrum (498 Triumph) lifts the front wheel to clear the step at the foot of Nant Gwilt

the three-fifty Furneaux Norton he handled so well in the I.O.M.

200 c.c. Race.—1, A. Smith (Ducati), 60 m.p.h.; 2, J. Gow (Gow Special); 3, G. Bell (Ducati). **250 c.c. Race.**—1, C. Bruce (Velocette), 64.3 m.p.h.; 2, J. Furneaux (Furneaux); 3, D. Pratt (G.M.V.).

350 c.c. Race.—1, J. Buchan (Norton), 72 m.p.h.; 2, G. Bell (Norton); 3, E. Haldane (Norton). **Unlimited c.c. Race.**—1, J. Buchan (Norton), 75.5 m.p.h.; 2, E. Haldane (Norton); 3, A. K. Howth (348 Norton).

Parliamentary News

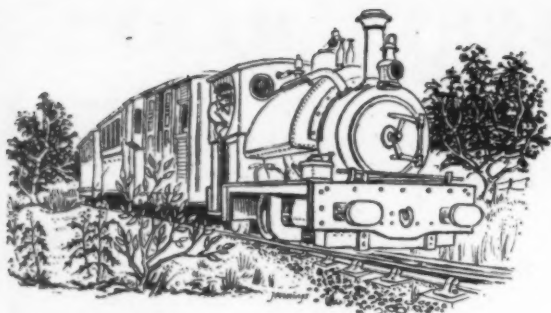
THE Kingsway Tunnel is likely to be brought into use for road traffic. The L.C.C. is now considering a scheme which has been devised for adapting part of the tunnel as an underpass beneath the Strand-Aldwych intersection.

Regulations will come into force next year to make it obligatory for new lorries to be equipped with signalling indicators conforming to a certain standard. It is a common experience when following large lorries to have to pull out to the crown of the road to see the drivers' signals.

Experimental road signs for the motorways are to be tried out in the Preston area.

For Foreign Tourists

OWNERS of B.S.A.s contemplating a European tour are reminded that a continental guide is available giving details of the whereabouts of B.S.A. dealers in Austria, Belgium, Denmark, France, Germany, Holland, Italy, Norway, Portugal, Spain, Sweden and Switzerland. Copies can be obtained from the advertising department, B.S.A. Motor Cycles, Ltd., Armoury Road, Birmingham, 11. Applications must be accompanied by 3d in stamps to cover postage.



Holiday Notes

Another Feature for Tourists : Cut-out Tables
to Help the Amateur Cameraman

LOOKING AT RAILWAYS

LONG before a schoolboy becomes thrillingly aware of motor cycles his mechanical interest, nine times out of ten, is aroused by the hissing, clanking world of railways—steam for preference, yet there is a fascination in even the red or green writhing electric snakes of London Transport and the Southern Region. The affection often endures, perhaps fading a little with the passing years but brought to the surface by the sight of, say, a plume of steam in a mid-Wales valley. On such an occasion the motor cyclist on holiday may well draw to the roadside the better to watch a Corgi-like, Barmouth-bound 4-4-0 Dukedog, a bitza as ever was, with Duke-class boiler on the frame of a with-drawn Bulldog.

FOR SOME GROWN-UPS the lure of the railway goes far beyond mere watching from the lineside. They form clubs, at the meetings of which the merits of a Class 5 Black Stanier are discussed, or the histories of long-dead minor companies traced. They hire special trains and go off

at weekends to explore little-used branch lines. And in Wales such enthusiasm reaches its peak, for there two of the few remaining narrow-gauge steam lines in Britain—the Talylyn and the Festiniog—have been rescued from extinction entirely by the efforts of groups of railway lovers who, like those club members who work unstintingly to prepare a new scrambles course, spend their holiday weekends in renewing the track or adding further amenities.

THERE ARE OTHER narrow-gauge lines, of course. Visitors to the Isle of Man will need little reminder of the diminutive Beyer-Peacock tank locos in smart red livery and with polished brass domes. In England there is the Romney, Hythe and Dymchurch Railway, and in Wales the Vale of Rheidol, owned by British Railways, climbing tortuously from Aberystwyth to its terminus at Devil's Bridge. But such lines were built primarily for the summer tourist trade, whereas the Talylyn and the Festiniog had a more

earthy origin: both were built to carry slate, the Talylyn to the wharf at Towyn from the quarries above Abergynolwyn and the Festiniog down to the sea at Portmadoc. Passenger traffic, now the mainstay of both lines since the decline of the slate trade, came later.

CLOSED COMPLETELY in 1946, the Festiniog line lay derelict for nearly ten years but the Festiniog Railway Society has progressively reinstated the track and rolling stock until, this summer, a scenic 7½-mile stretch is open from Portmadoc to Tan-y-Bwylch. Back in service, too, is the startling *Taleisin*, with one boiler facing forward, another facing aft and the driving cab in the middle.

AT Towyn Wharf Station, headquarters of the Talylyn Railway Preservation Society's 27-in gauge line, visitors can study the exhibits in the recently established narrow-gauge museum. Fare for the return journey to Abergynolwyn, 6½ miles away, is 3s. And if ever a locomotive served as a model for Emmett's famous *Nellie*...! If your holiday should take you to Wales, see these lines, ride on them both, hear the triple-tone whistle of *Taleisin*. You will enjoy the experience.

ROAD WORKS

ACCORDING to a national survey carried out by the Automobile Association, congestion because of road works is to be expected during the coming week in the following localities:—

Holiday Routes

A48 (Gloucester-Chepstow).—Lydney: diversion for westbound traffic.

A34 (Birmingham-Stratford on Avon).—Hockley Heath: single-line traffic because of sewage works.

A378 (Taunton-Langport).—Marsh Bridge: single-line traffic owing to bridge reconstruction.

A361 (Taunton-Bampton).—Wiveliscombe: road reconstruction two and a half miles west of the town. Frome: Diversion because of excavations.

A380 (Exeter-Torquay).—Diversion of traffic in both directions at Telegraph Hill, between Alphington and Harcombe Moors.

Through Routes

A1 (London-Edinburgh).—Newark-Retford: single-line traffic at Tuxford. Durham-Darlington: Single-line traffic and a diversion at Croxdale, four miles south of Durham.

A3 (London-Portsmouth).—Guildford by-pass: single-line traffic owing to construction of dual carriageway.

A4 (London-Bath).—Box Village, seven miles west of Chippenham: single-line traffic owing to road trenching.

A6 (London-Carlisle).—Penrith-Kendal: single-line traffic one and a half miles south of Shap—road reconstruction.

A5 (London-Holyhead).—Bangor-Bethesda: single-line traffic for a quarter of a mile, one and a half miles west of Bethesda—road reconstruction.

A30 (London-Exeter-Land's End).—From Chard-Honiton, two miles east of Honiton, slight delay because of road widening.

AVOIDING HEAVY TRAFFIC

FOR MANY PEOPLE in the Bradford area a holiday on the Norfolk Broads is a most attractive proposition. To avoid heavy traffic as much as possible, the R.A.C. recommends the following route from Bradford to Wroxham, Norfolk. Leave Bradford by the Wakefield road (A650) and from Wakefield take the Doncaster road. The way then lies through Pontefract, Knottingley, Snaith and Thorne.

From Thorne, leave as for Doncaster and take the A18, bearing right at Scunthorpe by-pass and keep right at R.A.C. Box 327. Two miles farther on by R.A.C. Box 249, turn left on to B1207, then turn right at the cross-roads and proceed through Scawby on to A15.

The next stage leads through Lincoln and onward to A17, which follow through to Sutton Bridge, and from there to A47 through Kings Lynn. That town should be left at the roundabout by Tennyson Avenue to the junction at A149, then on to B1145 to Aylsham. From Aylsham make for Coltishall and from there follow the sign to North Walsham, thence to Wroxham. The distance is 188½ miles.

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WHAT'S ON

Aberdeenshire.—June 28: World Pipe Band Championships, Aberdeen.

Caernarvonshire.—June 30 to July 5: Yachting, National Swordfish Week, Abersoch.

Cheshire.—June 28: Vintage Sports-car Club racing, Oulton Park.

Derbyshire.—June 28: Well Dressing, Hope.

Devonshire.—June 27 to July 5: Carnival, Dartmouth. June 28: Regatta, Totnes. June 30 to July 5: Men's Open Bowls Tournament, Paignton.

Essex.—June 28: Royal Harwich Yacht Club Regatta, Harwich.

Lancashire.—June 30 to July 4: Open Golf Championship, Lytham St. Annes.

Lincolnshire.—June 30 to July 4: Ballroom Dancing Festival, Cleethorpes.

London.—June 28: Final of Greyhound Derby, White City. June 28 and 29: National Rose Society's Summer Show, Royal Horticultural Hall.

Monmouthshire.—June 28: Regatta, Monmouth.

Renfrewshire.—June 28 to July 5: Yachting, Clyde Week, Hunter's Quay and Gourock, River Clyde.

Surrey.—June 28: Village Festival, Brockham Green. June 28 to July 5:

National Small-bore Rifle Association Meeting, Bisley.

Sussex.—June 28: Carnival, Bexhill on Sea. June 28: Carnival, Eastbourne. June 30 to July 5: Men's Open Bowls Tournament, Eastbourne.

Westmorland.—June 28 and 29: Morris dancing, meeting of the Morris Ring, Langdale.

Yorkshire.—June 27 and 28: International Clay Pigeon Shooting Championship, Harrogate. June 28, 30 and July 1: Cricket, Yorkshire v. New Zealanders, Sheffield.

(Motor-cycling fixtures are on page 832)

EXPOSURE TABLES
for July and August
FOR FILMS OF SPEED 28° TO 38°

TIME (B.S.T.)		SUBJECT			Shutter Speed
July	August	Distance	Near-by	Close-up	
9 a.m. to 5 p.m.	10 a.m. to 4 p.m.	f/11	f/5.6	f/4	1/100
		f/16	f/8	f/5.6	1/50
6.30 a.m. or 7.30 p.m.	7 a.m. or 7 p.m.	f/8	f/4	f/2.8	1/100
		f/11	f/5.6	f/4.5	1/50
6 a.m. or 8 p.m.	6.30 a.m. or 7.30 p.m.	f/5.6	f/2.8	f/2	1/100
		f/8	f/4	f/3.5	1/50

For films of speed over 30 degrees, use one stop smaller.
For films of speed under 28 degrees, use one stop larger.

The above stops, for the two most useful shutter speeds, apply on a day of hazy sun or a clear blue day with the sun behind a small cloud. In brilliant sunshine, use one stop smaller; if the sky is covered with cloud, one stop larger. On the beach or in open country, use one stop smaller; if the subject is heavily shaded, one stop larger. FROM "THE MOTOR CYCLE"

STOP AND SHUTTER SPEED
EQUIVALENTS

Shutter Speeds							
1/500	1/200	1/100	1/50	1/25	1/10	1/5	1/2 sec
2	2.8	4	5.6	8	11	16	22
2.8	4	5.6	8	11	16	22	32
4	5.6	8	11	16	22	32	—
5.6	8	11	16	22	32	—	—
8	11	16	22	32	—	—	—
11	16	22	32	—	—	—	—
16	22	32	—	—	—	—	—
22	32	—	—	—	—	—	—

All combinations of the stop-numbers in any one line with the shutter speeds at the head of the table are interchangeable. Thus, if the exposure table gives f/8 at 1/100 sec., 1/500 at f/4, or 1/10 at f/22, may be used instead. FROM "THE MOTOR CYCLE"

The tables given on this page are compiled by our associated journal AMATEUR PHOTOGRAPHER. The smaller charts refer to most cameras manufactured up to 1956. The larger is applicable to many of those produced since 1956—of the type incorporating exposure value shutters. The advantage of the later system is that one single figure stands for all the combinations of shutter speed and apertures — stops — which give the same exposure to the film.

All three charts are so arranged that they may readily be cut out. Why not paste them on a piece of thin card, cut to the appropriate size, and tuck them into your camera case or riding-jacket pocket?

Organizers of events likely to interest motor cyclists on holiday are invited to send details for publication in "What's On" to the Editor, The Motor Cycle, Dorset House, Stamford Street, London, S.E.1.

Shutter Speeds

EXPOSURE VALUES

	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1/500	22	16	11	8	5.6	4	2.8	2									
1/250		22	16	11	8	5.6	4	2.8	2								
1/125			22	16	11	8	5.6	4	2.8	2							
1/60				22	16	11	8	5.6	4	2.8	2						
1/30					22	16	11	8	5.6	4	2.8	2					
1/16						22	16	11	8	5.6	4	2.8	2				
1/8							22	16	11	8	5.6	4	2.8	2			
1/4								22	16	11	8	5.6	4	2.8	2		
1/2									22	16	11	8	5.6	4	2.8	2	
1										22	16	11	8	5.6	4	2.8	2

The f number corresponding to a given speed and "exposure value" is found in the main body of the table. For example, an exposure value of 10 is the same as 1/30 sec at f/5.6 or 1/2 at f/22. FROM "THE MOTOR CYCLE"

Win for Lundin

Honours for Swedish Rider in Italian Moto-Cross

BY gaining four points in last Sunday's Italian Moto-Cross Grand Prix, Bill Nilsson (A.J.S.), Sweden, now ties for the lead in the world's championship contest with René Baeten (F.N.), Belgium. Fifth in the title series, the Italian meeting took place at Imola, between Bologna and Forlì, in cloudy but oppressively hot weather. Great clouds of dust added to the problems of the difficult, high-speed, 1.86-mile course which includes a third-gear jump that takes the faster riders five feet into the air and keeps them airborne for 20 feet.

The result was decided by two 10-lap heats and a 14-lap final. Neither heat brought surprises. Britain's John Draper (B.S.A.) won the first from Hubert Scaillet (F.N.), Belgium, and Lars Gustafsson (B.S.A.), Sweden. That dashing young Australian now living in England, Timothy Gibbs, arrived at the start after having been on the road for 21 hours. He started, riding an Ariel as always these days, but tiredness beat him and he finished 11th, just one place too far back to allow him into the final. The I.S.D.T. team-selection tests in Wales had been no picnic!

Heat 2 began with Baeten in the lead and Sten Lundin (Monark), Sweden, chasing him hard. Lundin eventually passed and finished a comfortable winner. Britain's Jeff Smith (B.S.A.) rode in their dust cloud, by then almost impenetrable, to finish third and Geoff Ward (A.J.S.), Britain, was fourth.

The dust was at its worst in the final and the first man away had the best chance of success. Lundin was first off and he added to his advantage by brilliant riding. Nilsson and Scaillet battled hard astern, losing some 2s a lap to Lundin, who eased off towards the end. After the first lap Draper lay third but gradually lost ground, eventually finishing sixth. Smith was seventh at the end of Lap 1 and, battling through the dust all he knew, he gradually picked up to fourth.

Lundin clocked 46m 12.2s for the 14 laps and led Scaillet over the line by 11s. Nilsson finished 4s behind Scaillet and Smith 11s behind Nilsson. As stated earlier, Nilsson now ties for the championship lead with Baeten. (Their total of 20 points represents their best scores in four events). With five meetings still to be held, Scaillet is third with 18 points, Lundin and Draper tie for fourth with 12 and Smith is sixth with 10.

Heat 1.—1. O. J. Draper (B.S.A.), Britain; 2. H. Scaillet (F.N.), Belgium; 3. B. Nilsson (A.J.S.), Sweden; 4. L. Gustafsson (B.S.A.), Sweden; 5. R. Kivimäki (B.S.A.), France; 6. L. R. Archer (Norton), Britain.

Heat 2.—1. S. Lundin (Monark), Sweden; 2. R. Baeten (F.N.), Belgium; 3. J. V. Smith (B.S.A.), Britain; 4. G. H. Ward (A.J.S.), Britain; 5. G. Johansson (Crescent), Sweden; 6. R. Vandervecken (B.S.A.), Belgium.

Final.—1. Lundin; 2. Scaillet; 3. Nilsson; 4. Smith; 5. Johansson; 6. Draper.

Waterlogged Sprint

REVIVED after a lapse of several years the Chester Club's Queensferry Sprint on Saturday was very nearly a washout. As there was no return road, the plan was for groups of competitors to make their runs and then return along the course. The first group was just returning when light drizzle was suddenly replaced by a cloudburst. It lasted for almost an hour and stopped the proceedings completely. When the rain had eased off a little and the partially flooded

course had been inspected by the stewards, it was decided that the meeting should continue but that only one machine should be allowed to run at a time (previously the solo machines had been started in pairs).

George Brown made full use of the unusual latitude to keep his Vincent Special under power while it drifted from one side of the road to the other at the start of his second run. His time of 12.5s was easily the best of the day. Indeed, apart from a run by Brown on a 596 c.c. Douglas, 16s was bettered by no other machine.

Owing to the limited time available, competitors were allowed only two runs on each of their machines irrespective of the number of classes for which they had entered. This, while unavoidable, was extremely unfortunate for those who suffered from water in the electrics.

250 c.c. Class.—J. T. Terry (Ariel), 17.2s. **350 c.c. Class.**—E. A. Woods (Norton), 16.2s. **500 c.c. Standard Machines.**—D. Forshaw (490 Norton), 17.6s. **500 c.c. Class.**—G. Brown (Douglas), 15.5s. **Vintage Machines Over 350 c.c.**—J. R. Lane (490 Norton), 16.7s. **Unlimited c.c. Class.**—G. Brown (998 Vincent), 12.5s. **1,200 c.c. Sidecars and Three-wheelers.**—L. S. Bolton (996 L.S.B.), 18.2s.

Rhydymwyn Mixture

SHOWERS and sunshine punctuated the Wirral 100 Club's road races on the half-mile circuit at Rhydymwyn last Saturday. Unfortunately the showers were predominant and, although the meeting ended in pleasant sunshine, many of the races took place in heavy rain which at times reached an almost tropical intensity.

Rhydymwyn is a tricky little track at any time and when rain adds to its difficulties it certainly shows up the good riders. This was amply demonstrated in the 250 c.c. final when Len Turner (Triumph), apparently oblivious of the downpour, completely outstripped the rest of the field to win by over half a lap. Earlier in the afternoon when the track was dry he had, in his heat, returned a time of 3m 32s for the five laps which finally turned out to be the fastest of the day—this in spite of the track drying out again for the 1,000 c.c. heats and final at the end of the afternoon.

150 c.c. Race.—1. P. A. Sheen (C.B.S.), 5m 42s; 2. K. Terretta (K.T.S.); 3. L. Mole (Triumph). **250 c.c. Race.**—1. L. Turner (Triumph), 6m 2s; 2. J. A. Dugdale (Excelsior); 3. A. Lowe (Triumph). **350 c.c. Race.**—1. R. K. Ward (Norton), 5m 41.6s; 2. E. Cheers (B.S.A.); 3. L. Turner (249 Triumph).

First Sidecar Race.—1. S. Nightingale (Norton), 6m 22.8s; 2. A. C. Williams (Vincent); 3. H. Evans (Norton). **500 c.c. Race.**—1. H. Dugdale (Norton), 5m 51.6s; 2. M. E. Ward (Norton); 3. W. Fulton (Norton). **Second Sidecar Race.**—1. S. Nightingale (Norton), 6m 10s; 2. R. E. Hackman (B.S.A.); 3. A. C. Williams (Vincent). **1,000 c.c. Race.**—1. P. Bettison (Matchless), 5m 45s; 2. G. Pennington (Norton); 3. K. Terretta (A.J.S.).

Scottish Rally

FIRST inter-club meeting organized by the Scottish A.C.U. for a number of years was a rally held at Todholes Farm, Fintry, Stirlingshire, on Sunday, in ideal weather. No fewer than 24 clubs were represented, out of a total of 36 affiliated, and the rally consisted of three events—a trial, a scramble and a gymkhana. Spectators saw some close racing in the scramble. One member of the Lochaber Club gained 941 points for his



A typical picture of John Clark

club by travelling from Chatham, where he was on holiday.

J. S. Fulton Trophy (club gaining most points for attendance).—1. Galloway; 2. Dundee and Angus.

Trial: Under 250 c.c.—R. H. Gibson (197 James), Edinburgh St. George, 23 marks lost. **Over 250 c.c.**—A. M. L. McLean (497 Ariel), Edinburgh St. George, 7.

Scramble: 250 c.c. (8 laps).—1. W. Landels (199 Triumph), Perth; 2. A. McGuffie (197 D.M.W.), Mercury; 3. J. Davies (197 D.M.W.), Dunfermline. **250 c.c. (8 laps).**—1. Davies (B.S.A.); 2. G. Shearer (A.J.S.), Mercury; 3. Landels (199 Triumph). **Unlimited c.c. (8 laps).**—1. Shearer (347 A.J.S.); 2. Davies (348 B.S.A.); 3. Landels (199 Triumph).

John Clark

BRITAIN lost one of her best and most cheerful road racers last Sunday when John R. Clark was killed in the 350 c.c. Race at Moulins, France, after his Norton had collided with the machine ridden by the French champion, Jacques Collot. A 28-year-old native of Portsmouth, Clark was a motor salesman. Previously he had worked as a draughtsman at the A.M.C. factory.

Clark's motor-cycle career started 12 years ago. In 1950 he finished fourth in the Junior Clubman's T.T. on a Douglas and, two years later, third in the Senior Clubman's Race on a Norton. He competed in the international T.T. Races from 1953 to 1957 and was at one time a member of the A.M.C. factory team. His highest T.T. placings were sixth in the 1954 Junior on an A.J.S. and eighth in the 1957 Junior on a Moto-Guzzi. He leaves a widow and three-year-old son.

Another accident at Moulins involved the Jersey rider, Ken Tostevin, who is detained in hospital with a fractured skull, and George Salt, who is only slightly injured.

In Jersey

THE second sand-race meeting to be organized by the Jersey Club at Bouley Bay attracted 38 entries. Among them was Lord Louth who, riding a 498 c.c. Ariel, finished sixth in both the five-lap and ten-lap 500 c.c. events.

250 c.c. Race (5 laps).—1. B. Wollmer (Greeves); 2. T. Wollmer (D.M.W.); 3. M. Minchington (H.J.H.). **500 c.c. Race (5 laps).**—1. A. Daghorn (A.D.S.); 2. J. Lees-Baker (B.S.A.); 3. D. J. Michel (D.M.S.).

250 c.c. Race (10 laps).—1. B. Wollmer; 2. T. Wollmer; 3. Minchington. **350 c.c. Race (10 laps).**—1. D. Henry (Ariel); 2. M. G. Dingle (Velocette); 3. M. F. Hertrand (B.S.A.). **500 c.c. (10 laps).**—1. A. Daghorn (B.S.A.); 2. Lees-Baker; 3. A. Jenson (B.S.A.). **350 c.c. Race (10 laps).**—1. B. J. Salasac (B.S.A.); 2. Lees-Baker (B.S.A.); 3. E. Van der Vliet (Greeves). **500 c.c. Handicap (10 laps).**—1. A. Daghorn; 2. Michel (D.M.S.); 3. M. Daghorn (B.S.A.). **350 c.c. Handicap (10 laps).**—1. A. Daghorn (B.S.A.); 2. Henry; 3. Lees-Baker.

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Laconia

Runaway Win for Brad Andres in U.S.A. Classic

CLIMAX of the week-long rally at the Laconia holiday resort, New Hampshire, U.S.A., was the annual 100-mile national championship race, run last Sunday afternoon over a one-mile circuit in the pine forests of the Belknap Recreation Area. Persistent rain during the preceding week had caused cancellation of many events in the programme but low-lying clouds early on Sunday dispersed in time for the race.

Winner in 1955 and 1956, Brad Andres (Harley-Davidson) quickly showed that his absence from the contest last year had not blunted his chances. From the drop of the flag he streaked to the front of the field of 56 riders and there he stayed until he took the chequered flag 1h 45m 24.6s later, having averaged 56.9 m.p.h.

Closest challenge to Andres came from Carroll Resweber (Harley-Davidson) in the early stages but by half distance he was 25s down on the leader. During that time, Dick Mann kept his B.S.A. safely in third position and, when Resweber retired, moved into second berth. Dick Klamföth, winner in 1951 and 1952 as one of the favourites, retired on the 21st lap when the engine of his B.S.A. gave trouble.

Tom Morris (Harley-Davidson) finished third behind Mann. Sid Swann, similarly mounted, was fourth. B.S.A.s filled the next two places: Al Lewis was fifth and Tommy McDermott sixth.

Italian Influence

NOWADAYS the Spanish motor-cycle industry is turning out a number of attractive models, mainly lightweights with a strong Italian influence. Latest to be introduced is the Ossa 175GT, a trim 172 c.c. mount with a pushrod-operated overhead-valve power unit. Cylinder and head are in light alloy and the crankcase castings embody a large oil container. Primary drive is by helical gears to an integral four-speed gear box with rocking-pedal control.

A duplex-loop frame, telescopic front fork and pivoted rear fork are featured and both wheels have 2.75 x 19in. tyres. Brakes are housed in full-width, light-alloy hubs and have a diameter of 6.3in. In spite of a generous specification which includes a 3½-gallon fuel tank and valanced mudguards, the dry weight is claimed to be under 230 lb.

SPORTS NEWS

Army Riders' Success

BRITISH ARMY RIDERS were successful in the Swedish Army Trials Championships held at Skövde, Skaraborg, on June 14. The British team, comprising S/Sgt. Nicolson, Sgt. Timms and Sgt. Challoner, were riding TR5 Triumphs and retained the Inter-army Trophy by a margin of 21 points. Best performance on observation (there were also time and map-reading tests) was made by Sgt. Timms. The trial began at 1.30 a.m.—dawn is very early in Sweden at this time of year—and the course was made up of four groups of observed sections each of which

was followed by a cross-country stretch of approximately 28 miles.

It was learned at the event that the Swedish Army may enter a team in this year's International Six Days' Trial. The Monark and NV models used at Skövde proved to be very fast on the dust roads and tracks and any team entered should acquit itself well.

I.S.D.T. News

ONCE AGAIN the German Trophy Team for the International Six Days' Trial will be mounted on lightweight machines. The riders are as follows: V. von Zitewitz (Maico), team captain, W. Akthun (Hercules), K. Kamper (Maico), R. Hessler, G. Leistner and L. Specht (Zündapps). The trial will be based on Garmisch-Partenkirchen, Bavaria, and take place from September 22 to 27.

Scrambles Titles

AT THE 1958 Victorian Scrambles Championships held at Langwarrin, near Melbourne, Australia, last Sunday, Ian Hygart (B.S.A.), George Bailey (Matchless) and John Burrows (B.S.A.) retained their titles in the 125, 250 and 350 c.c. classes respectively. Ray Fisher (B.S.A.) became the new 500 c.c. champion and George Murphy (Ariel) won both the sidecar events.

Dutch Grand Prix

SECOND OF THE season's classic road races, Saturday's Dutch Grand Prix will be run over the Van Drenthe circuit, Assen. Riding MV Agustas in the 500 c.c. and 350 c.c. classes will be John Surtees, John Hartle and Remo Venturi. Geoff Duke will be B.M.W.-mounted in the 500 c.c. race and is to ride a Reg Dearden Norton in the 350 c.c. class. Other Norton exponents will be Terry Shepherd, Jim Redman, Bob Anderson, Paddy Driver, Alan Holmes and Geoff Tanner. Jack Ahearn is entered on a 7R A.J.S. and the new G50 Matchless. MV entries in the lightweight races include Carlo Ubbiali and Tarquino Provini and in the 125 c.c. event Dave Chadwick, Romolo Ferri and Luigi Taveri will be on desmodromic Ducatis. The line-up for the sidecar race features Walter Schneider and Florian Camathias (B.M.W.s) and Pip Harris, Cyril Smith and Bill Boddice (Nortons). A full report of the meeting will appear in next week's issue.

IN THE moto-cross held at Forbach, France, last Sunday, British riders occupied the first two places. Eric Cheney won from Phil Nix; both rode 499 c.c. B.S.A.s. Third man home was the Belgian rider Nic Jansen (498 Matchless).

EXCELLENT RACING is promised at the Stroud Valley Club's national Cotswold Scramble at Nymphsfield, near Stroud, on Saturday. Among the riders taking part are Jeff Smith and John

Draper, the Taft, Sharp and Rickman brothers, Dave Curtis, Geoff Ward and John Giles. The total entry is 106. Admission charges are adults 2s 6d, children 6d. Parking costs 1s. First race begins at 3 p.m.

THE LOCH LOMOND CLUB is to run a road rally, open to any motor cyclist or scooter rider, on August 17. The start will be from Blythswood Square, Glasgow, at 11 a.m. Secretary is A. Rennie, 41, Greenhead Road, Dumbarton.

IT HAS BEEN CONFIRMED that the international road-race meeting at Oliver's Mount, Scarborough, on September 19 and 20 will be a two-day and not a three-day affair as in previous years. Practising will take place on Friday and racing on Friday evening and Saturday afternoon.

OVER 220 RIDERS will take part in the Waterloo Club's road-race meeting at Aintree on Saturday. Among the entries are Ray Fay, Louis Carr, Alan Shepherd and Harry Plews. Racing begins at 2 p.m. Admission charges are adults 2s 6d, children 1s. Motor cycle parking costs 1s and car parking 2s 6d.

DICK KLAMFÖTH (B.S.A.) scored a brilliant win in the 15-mile National Championship at the Heidelberg Speedway, Pennsylvania, U.S.A., on June 15. Everett Brashear (B.S.A.) and John Gibson (Harley-Davidson) waged a gigantic battle for second place. Honours went to Brashear—by a few yards.

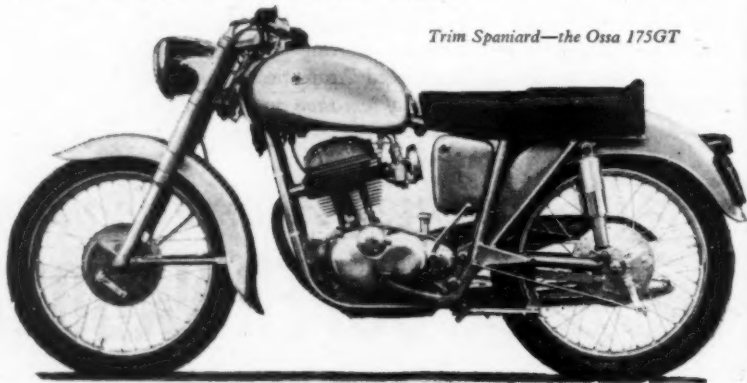
AMONG THE ENTRIES received for the B.M.C.R.C.'s sprint meeting to be held at Long Marston on Sunday are those of Frank Williams, George Brown and Charlie Rous. Sprinting starts at 2 p.m. and admission is free, though a parking charge will be made. The Long Marston course is on A46 some seven miles from Stratford on Avon.

IN ADDITION to Bill Nilsson and Gunnar Johansson, Dave Curtis, Andy Lee, the Taft brothers, Ron Langston and John Stallard will take part in the Thirsk Club's Championship Scramble at Boltby on Sunday. Admission and parking are free, though a charge will be made for admission to special enclosures. The course is situated some 5½ miles east of Thirsk. The start is at 2 p.m.

THE ENTRY received for the Motor Cycling Club's high-speed reliability trials to be held on the Silverstone Club Circuit next Saturday is the largest in the history of the meeting. Only standard production roadsters are eligible. In addition to the two one-hour speed trials there will be a number of short-distance races. Silverstone circuit is near Towcester, Northamptonshire, and the meeting begins at 10.30 a.m.

SCRAMBLES ENTHUSIASTS will have noted with interest that Bill Nilsson's machine in the Italian Moto-Cross Grand Prix (page 828) is again an A.J.S. It has, of course, been an A.J.S. throughout—the famous modified 7R model. At the beginning of the season Nilsson called the machine a Crescent. At the Swiss Moto-Cross Grand Prix the organizers refused to accept the entry under that name and published it in the programme as an "X." Now the wheel would appear to have turned a complete revolution.

Trim Spaniard—the Ossa 175GT



That Record

Stalemate Again Over the Johnny Allen Controversy

AS mentioned in our columns on June 5, the Paris meeting of F.I.M. and Manufacturers' Association representatives to discuss Johnny Allen's claim to the world's maximum speed record at 214.5 m.p.h. was inconclusive. Subsequently Hugh M. Palin, the Association's director, and Major David Goode, the F.I.M. assistant secretary general, framed a compromise basis for further discussion which has since been submitted to both sides.

No announcements have been made, but it is thought that the compromise is unacceptable to the Manufacturers' Association since, while it concedes that Allen achieved the claimed speed against U.S. timing equipment, it does not provide for the record to be fully recognized and inscribed in F.I.M. annals as such. This particular point is the main reason why the Manufacturers' Association threatened in the first place to take legal action against the F.I.M.

New Campaign

AT St. Paul's School, London, on Monday Mr. Nugent, Parliamentary Secretary to the Ministry of Transport, launched the Summer Road Safety Campaign, the theme of which is safe cycling and motor cycling. The campaign, which will continue until September, draws attention to the special risks that apply to the riders of two-wheelers and is supported by posters, stickers and leaflets published by The Royal Society for the Prevention of Accidents.

Among the recommendations to reduce accidents to motor cyclists are increased facilities for the R.A.C.-A.C.U. Training Scheme, more rallies, encouragement of riders to join clubs and to wear safety helmets.

Registrations

DURING March 15,652 motor cycles and similar-category machines were registered for the first time. Detail totals were: solos, up to 50 c.c., 2,455; 50 to 150 c.c., 5,459; 150 to 250 c.c., 3,983; over 250 c.c., 2,699; sidecar outfits, up to 50 c.c., 1; 50 to 150 c.c., 11; 150 to 250 c.c., 11; over 250 c.c., 433; three-wheelers, 600.

Roadcraft Tour

HELD last Saturday and Sunday, the Wood Green Club's 24-hour Roadcraft Tour was a huge success in spite of vile weather. The event, which was a new departure for the club, attracted 115 entries and took the form of a regularity test over a 500-mile route composed of main roads and country lanes. Marks were lost for being early or late at controls and there were also special tests. Machines of up to 250 c.c. had to average 19 m.p.h. on the country-lane sections and 23 m.p.h. on the main-road stretches. For over-250 c.c. machines the figures were 21 m.p.h. and 28 m.p.h. respectively. The route led from Alexandra Palace, London, through Yeovil and Lynmouth to Bridgwater and thence to Watford, Hertfordshire.

First man left the start just after 2 p.m. on Saturday and the initial stages of the run proved uneventful. All but two competitors, S. E. Selby and J. Thorndyke, reached the

MOTORCYCLE Pictures

MOST of the PHOTOGRAPHS appearing in *The Motor Cycle* are obtained by our own operators and prints can be supplied on request. Orders should identify the photograph by page number and issue date and should be sent with a cheque or postal order to cover the cost to the photographic department, *The Motor Cycle*, Dorset House, Stamford Street, London, S.E.1.

Prices are as follows: 6½ x 4½ (half plate), 2s 6d; 8½ x 6½ (whole plate), 3s 6d; 10 x 8, 5s; 12 x 10, 6s; 15 x 12, 9s 6d; prints are supplied unmounted with glossy or semi-matt finish to order. Larger prints are available with semi-matt finish and full details of prices can be obtained on application.

supper control. However, the night section, which included the hills and twists of the Lynton-Porlock area, proved more difficult. In all there were 35 retirements.

Other News

HOLIDAY closing at the Ambassador factory, Ascot, Berks, will be from the evening of Friday, August 1 until the morning of Monday, August 18. A skeleton staff will be on duty in the spares department.

TRAINING SCHEME.—Enrolments are invited for the next course starting in August organized by the Derby Phoenix Club. Applications should be made to A. Winfield, 208, Harrington Street, Derby.

IN the European Moto-Cross Championship at Breenham on June 15, Brian Stonebridge rode a Greeves equipped with a Villiers engine and not with an N.S.U. unit as supposed. The N.S.U.-powered machine was on the course but was not, in fact, used in the race.

MOTOR cycle entries are invited for the Safe-driving Rally being organized by the Bexhill Rotary Club in conjunction with the Bexhill Road Safety Committee on September 20. Entry forms and full details are available from Peter Evenden, 39, St. Leonards Road, Bexhill on Sea, Sussex. Closing date for entries is September 13.

A CLUB for bubble-car drivers—to be known as The Little Car Club of Great Britain—has been formed at a meeting in London. Claude Rye was elected president. The club intends to promote sporting events and will seek recognition by the R.A.C. It is proposed to open local branches throughout the country. The secretary is A. J. Dannhorn, 7, Montagu Street, London, W.1.

IN the "Modern Engines" article on the twenty A.M.C. power unit (May 22), two of the valve-timing points were incorrectly quoted. Because of the desaxé cylinder arrangement, all timing measurements are taken from top dead centre; the inlet valve thus closes 111½ degrees before t.d.c. and the exhaust valve opens 114½ degrees after t.d.c.

DETAILS of opening times, admission charges and other information about gardens in England and Wales open to the public under the National Gardens Scheme can be obtained from all R.A.C. patrols. They have been issued with

the guide available from the National Gardens Scheme of the Queen's Institute of District Nursing; those readers who would like to obtain their own guide can do so, price 2s (plus 6d postage) from 57, Lower Belgrave Street, London, S.W.1.

IT is proposed to hold an exhibition of veteran motor cycles at the Remington Traction Engine Rally on July 19. The venue is situated near Loughborough, Leicestershire, on A60. Entries are invited from owners of well-kept models and the 2s 6d entry fee will entitle exhibitors to a free luncheon and free entry to the Traction Engine Rally. Secretary is C. G. Duce, Wymeswold, Loughborough, Leicestershire. Closing date is July 7.

A ST. J. MASTERS' book *Motor-cycle Sport* will interest competitors and spectators alike. It deals with tuning two-strokes and four-strokes for competition work and chapters by Freddie Frith, Jimmy Alves and Brian Stonebridge contain useful hints on road racing, trials riding and scrambling respectively. There is also a section devoted to preparation for rallies and similar events. The book is published by C. Arthur Pearson, Ltd., Tower House, Southampton Street, London, W.C.2. price 10s 6d.

THE start and finish point of Sunday's Banbury Run for vintage and veteran machines will be at Honeybourne Aerodrome, just off A46 and three miles from Broadway, Worcestershire. Organized by the Vintage Club, the event has attracted 317 entries, the second-highest ever (the record, 349, was achieved last year). Competitors will be dispatched in threes, the first trio at 10.30 a.m. The route to Banbury will include Sunning Hill and Edge Hill, and on the return trip to Broadway riders will pass through Chipping Camden.

EASY reference is the keynote of the new spares list covering the D5 Bantam Super just issued by B.S.A. The list is well illustrated, has a thumb index for each section and is printed in English, French, German and Spanish. The cover is coloured to match the D5 model maroon and cream and, in future, all spares lists will have similar cover designs incorporating the colour schemes of the machine groups. Price of the new list is 5s from dealers, or 5s 6d including postage from the service department, B.S.A. Motor Cycles, Ltd., Montgomery Street, Birmingham, 11.

AS announced on June 12, preliminary heats in the Metropolitan Motor Cyclist of the Year Road Competition are being held by various road-safety committees in conjunction with local clubs. In Beckenham, Kent, the heats will take place on Sunday, July 6 starting at 2 p.m. and the Double Five Kent Club is co-operating with the Beckenham Accident Prevention Committee. Closing date for entries is next Monday, June 30 and further details may be obtained from Lt.-Col. H. F. S. O'Neill, Town Hall, Beckenham, Kent. For riders resident within a radius of seven miles of the Town Hall, Hounslow, the heats will be organized by the West Middlesex branch of the Triumph Owners' Club on behalf of the Heston and Isleworth Borough Council and take place on Sunday, July 13 from the Regal Car Park, Hounslow. Regulations can be obtained from W. Wade, 308, Beavers Lane, Hounslow or the Town Hall, Treaty Road, Hounslow, Middlesex; entries close on July 9.

REGULATIONS are available for the following events: the Cheshire Centre national Championship Road Races at Oulton Park (August 4). Entries close July 5. Secretary is J. B. Thomas, Welwyn, Moorfields, Willaston, Nantwich, Cheshire.

Newcastle Club's national scramble (July 13). Entries close June 28. Secretary is G. A. Robinson, 12, Coniston Gardens, Sheriff Hill, Gateshead on Tyne, 9.

The North Western Centre's national Red Rose Trophy Trial (August 2). Entries close July 19. Secretary is J. R. Greene, Alderley, Brownhill Road, Blackburn.

Ipswich Club's national Shrubland Park Scramble (August 4). Entries close July 19. Secretary is P. Wigg, 62, Cedarcroft Road, Ipswich.

Belfast Club's open Carrowdore "100" road race (September 6). Entries close August 23. Secretary is R. Brown, 47a, Linfield Road, Belfast.

Scarborough Club's rally, open to any owner of a motor cycle, sidecar outfit or three-wheeler (September 13 and 14). Entries close August 8 and should be sent to J. Claxton, 14a, Aberdeen Walk, Scarborough.

Club News

ALPERTON AND WEMBLEY.—June 27: Marshals' briefing (Swan, Sudbury, 8). 29: Road-trial marshals (Kings Arms, Stokenchurch, 9). **A.M.C. Owners** (Medway).—July 29: Windsor (Chatham Town Hall, 10). July 2: Police demonstration (H.Q., 7). (North London).—June 29: Hunstanton (Cooks Ferry Inn, Edmonton, 9). (South Eastern).—June 29: Knole House (Lewisham Clock Tower, 10.30). (South Essex).—June 29: Boating at Reading (Gants Hill, 8). (West Herts).—June 29: Support Banbury Run. A branch is to be formed in the Bristol area; those interested should contact J. B. Talbot, 21, Whiting Road, Witherwood, Bristol, 3. **Ariel Owners.**—June 28: Camping at Brighton.

B.M.W.—June 26: Colour slides of Canada. Bray. June 29: Grass-track racing (Fassare, Dargle Road, 3). **Broughton and Bretton.**—June 26: Tombola (Phoenix Hotel, Sandycroft, 8). **Camborne-Redruth.**—June 28: Support Newquay scramble. Central Leeds. June 29: Sherwood Forest (petrol station, Westgate, 9). **Chester.**—June 27: River trip (The Groves, 7). 29: Working party for field day. July 1: Navigation run (Nag's Head, Mickle Trafford, 7). **Clydebank.**—June 29: Loch Vennacher (H.Q., 10.30). **Craven.**—June 29: Grass-track racing (Stonebridge Field, Carleton Road, Skipton, 2). **Croydon.**—June 29: Grass-track racing (Airport, 11).

Devonport.—June 27: Games (H.Q., 8). 29: Support West of England scramble (Coypool, 10.30). **Dittons.**—June 29: Support Streatham scramble (Hampton Court, 10.30). **East Acton.**—June 28: Tramp supper (Technical College, 7.30). July 2: Gazette night (Duke of York, 8). **Eltham.**—June 29: Eltham "100" (Perry Street, 9). July 2: Magazine night (H.Q., 8.30). **Ford Sports.**—June 28: Beaulieu Abbey (Reg Smith's, 8 or 9).

Glasgow Speedway.—June 29: Cumnock rally (Paisley's Corner, 10.30). **Gloucester and Cotswold.**—July 1: General meeting (H.Q., 8). **Gosport.**—June 29: Cheddar (Midgates Café, 10). **Harrogate.**—June 28 and 29: Support Wakefield night trial. **Hatfield.**—June 29: Scroungers' run (One Bell, 3). **Heinkel Cabin Owners.**—June 26: Meeting (White Hart, King's Road, Chelsea).

Hilford.—July 1: Natter night (Dr. Johnson, 8). **Ilkeston.**—June 29: Mystery run (Hearon Market, 10). **Kings Norton.**—June 27: Natter night

(H.Q., 8). 30: Committee meeting (H.Q., 8). **L.E. Velo** (Bristol and West).—June 26: Cheddar (Bedminster Bridge, 7.30). 29: South coast and New Forest (Bedminster Bridge, 9.30). (London).—June 28 and 29: Mystery night run (Staines Bridge, 8). (Northern).—June 28: Allenheads and Allendale (Tyne Bridge, Newcastle end, 10.30). **Lea Bridge.**—June 29: Support Alperton and Wembley road trial (Kings Arms, Stokenchurch, 10). **Leatherhead.**—June 26: Club night. 29: Whipsnade (Kingston Bridge, Hampton Wick side, 9.30). **Leeds Bond Minicar Owners.**—June 29: Support Holman Trophy Main-road Trial (Leach's, 10). July 1: Club night (H.Q., 8). **London Douglas.**—June 27: Club night (H.Q., 8). 29: Banbury (Glanfield Lawrence, 9). **London Scooter.**—June 29: Rodings and Plattford Mill (Henly's Corner, 8.30 and Blue Cockatoo, Albert Bridge, 9).

Manchester Eagle.—June 29: Ingleton Falls (Victoria Bridge, 10). **Manchester Lambretta.**—June 29: Bowness (Albert Square, 8). **Manchester Vagabond.**—July 2: Club night (Ladybarn House, 8.30). **Mont' Christie.**—June 29: Gabriel Trophy event (Woodbine, 10). July 1: Committee meeting. 2: Club night (Woodbine, 8). **Nottingham Tornado.**—June 26: Barbecue (Beech Dale Hotel, 6.45). 29: Support East Midlands Centre rally. July 2: Club night (Beech Dale Hotel).

Panther Owners.—June 29: Leydown (Blackwall Tunnel, 8.30). **Pendennis.**—June 27: Gymkhana team meeting (H.Q., 7.30). 28: Gymkhana (H.Q., 5.30). **Peterborough.**—June 28: Grass-track racing (main Peterborough to Whittlesey road, A605, 6.15). 29: Mystery run (Embassy, 2). **Plymouth.**—June 26: Cuckoo Rock (Velveton Rock, 8). 28: Barbecue at Weir Quay (Stadium, Penny-cross, 7). 29: Braunton Sands (Stadium, 9.30).

Ravensbury.—June 28 and 29: Night run to Swanage (What 'O Café, Kingston By-pass, 11). **Reading All-scooter.**—July 1: Meeting (River Club, Loddon Bridge, 8). **Rechester, Chatham.**—June 27: Club night (Esplanade, 7.30). 29: Bedgebury Park (City Way top, 2.30). **Royal Enfield Owners.**—June 29: Gymkhana (St. Pauls, 10 and Staples Corner, 10.30). **Rudge Enthusiasts.**—June 29: Broadway (Ace Café, Stonebridge Park, North Circular Road, 9).

Saints.—June 26: Club night (St. Andrew's Boys' Club, 26, Great Peter Street, London, 8). **St. Albans.**—June 29: Support Cadwell Park

road races (Town Hall, 7). **Scott Owners.**—June 28: Mystery night run (The Bear, Escher, 7). **Sidcup.**—June 29: Run (Perry Street lights, A20, 10.15). **Somerton.**—June 28: Fred Samways Rally (Red Lion, 6.30). July 1: Meeting (Red Lion, 8). **South Harrow.**—June 29: Support Alperton and Wembley trial. **South Liverpool.**—June 29: Support Cheshire Centre rally (Frodsham). **Southern Sporting.**—June 29: Home Counties Team Trial (Deer's Hut, Liphook, 11). **Southern Triumph Riders.**—June 27: Natter night. 28: Silverstone (Greenford, 8.30). 29: Aldershot Lido (Staines, 2). **Streatham.**—June 29: Support Home Counties Team Trial. 30: Club night (Redifon). **Stratford.**—June 28: Grass-track racing (Longford Park). **Surrey Sidecar.**—June 29: Metropolitan Police Driving School v. Bentley Drivers' Club (Toby Jug, Kingston By-pass, 9.30).

Tasterden.—June 28: Hill-climb practice (Ramsden, Reading Street, 7). 29: Support Folkestone grass-track racing (Rhodes Minnis). **Trade Winds.**—June 29: Support Alperton and Wembley trial. **Triumph Owners** (Bedford).—June 26: Ladies' choice (H.Q., 8). (Epping Forest).—June 29: Support West Midlands treasure hunt. July 1: Esso Map Trial (H.Q., 7.30). (North London).—General meeting (H.Q., 7.30). 28: Support Silverstone high-speed trials (Glanfield, 8). 29: Support West Midlands Amateur treasure hunt. (North-West London).—June 28: Support Silverstone high-speed trials (L.E.F., 8). 29: Metropolitan Police Driving School (L.E.F., 9.45). (Stockport).—June 29: Church Stretton (David's, 8 or St. Margaret's Church, Altrincham, 8.30). 30: Open night (Edgeley Institute). (West Midlands).—June 29: Treasure hunt (H.Q., 8). (Wolverhampton).—June 29: London (Odeon, Warley, 8).

Vagabonds.—June 29: Beaulieu Motor Museum (Highway Café, 8). 30: Club night (Bull's Head, Turnford). **Vincent-H.R.D. Owners** (all branches).—June 28: Support M.C.C. high-speed trials (Silverstone). (Derby).—June 26: Club night (Osmaston Park Hotel, Derby). (Kent and Sussex).—June 27: Club night (59, High Street, Rolvenden). (Oxford).—June 27: Club night (Bear and Ragged Staff, Cumnor). (Scottish).—June 29: Meeting (Tibbe Shiels Inn, St. Mary's Loch, near Moffat, none). (South London).—June 27: Police talk (H.Q., 8). (West London).—June 30: Club night (Ickenham Community Centre). (West Riding).—June 29: Strines (The George, Brighouse, 8.30).

Watling Association.—June 29: Audley End House (9.30). **West Ealing.**—June 29: Dunstable Downs (Hanwell clock, 9). **West Essex.**—June 29: Hemingford Abbots (Dick Turpin's Cave, High Beech, 9). 30: Touring trial (H.Q., 8).

West Herts.—June 29: Support Alperton and Wembley trial. **West Leeds.**—June 26: Business meeting (H.Q., 8). **West London.**—June 26: Committee meeting (H.Q., 8). 29: Beaulieu Abbey (Marquis of Granby, 9). **West Midlands Amateur.**—June 29: Treasure hunt (Naphill Common, near High Wycombe, 12.15). **Westmorland.**—June 29: Grant Cup Trial (Jungle Café, Selside, 1.30). **Wicham.**—June 27: Film show (H.Q., 8.30). **Widley.**—June 29: Meeting (H.Q., Laundry Road). **Wood Green.**—June 28: Support M.C.C. high-speed trials (Silverstone). 29: Support Home Counties Team Trial (Alexandra Palace, 8.30). **Woolwich.**—June 26: Tombola (H.Q., 8). 29: Westgate (Royal Hotel, 8.45). **Worthing Eagle.**—June 26: Rally marshals (Worthing Squash Club, 8). 28: Road safety rally (Car Park, Marriotts Garage, Brighton Road). **Wycombe.**—June 27: Club night (Nag's Head, 8). **Yeo Vale.**—June 26: Committee meeting (H.Q., 8).

THE CLUBMAN

AN amusing booklet, "How Alec Lost and Won," which, in words and sketches, tells the story of winning the affections of Lily by buying a motor cycle, is available free from all branches of King's Motors (Oxford), Ltd.

READERS' CORNER—Instruction Books Wanted.—A. K. (London, S.E.7): for a Douglas Dragonfly. D. R. (Moreton in Marsh): for a 1928 348 c.c. o.h.c. KNSV Velocette. **Book Wanted.**—T. C. (Ontario): "Motor Cycle Engines, First Series." **Contact Wanted.**—A. C. (Chatham): with the Ariel NH rider who assisted him on A2. M. J. R. (Dagenham): with the rider to whom his camera was handed in mistake by a waitress in an I.O.M. café. **Experiences Wanted.**—R. B. (Wigan): fitting a 16H Norton engine into a 1934 498 c.c. s.v. Matchless frame. H. W. (London, E.14): conversion of A7 B.S.A. to hand-change. C. G. M. (Australia): 1939 596 c.c. Scott Clubman Special. J. E. F. (Australia): overland trip from Australia to Italy.

Important Events

Saturday, June 28.—Dutch Grand Prix, van Drenthe circuit, near Assen, 10.15 a.m. **Aintree:** Waterloo road races, 2 p.m. **Gloucestershire:** national Cotswold Scramble, Nymphsfield, near Stroud, 3 p.m. **Silverstone:** M.C.C. High-speed Reliability Trials, 10.30 a.m. **Surrey:** Falcon Trophy Road Trial, Propeller, Purley Way, 3 p.m. **Warwickshire:** Midland Centre Road Rally, Stag and Three Horse Shoes, Mucklow Hill, map reference 131/983848, 9 a.m. **Wiltshire:** Grass-track racing, Inverkeithing Games Park, 7 p.m. **Sussex:** South Reading Night Trial, Southern Café, Hickstead, 10 p.m.

Sunday, June 29.—Surrey: Alibi Navigation Trial, Fort Restaurant, Box Hill, 10 a.m. **Charterhall:** Road races, Charterhall Airfield, three miles east of Greenlaw on B6460, 2.30 p.m. **Worcestershire:** Vintage and Veteran Banbury Run, Honey Bourne Aerodrome, near Evesham, 10.30 a.m. **Cadwell Park:** Midsummer Road Races, near Louth, 12.30 p.m. **Worcestershire:** Sprint meeting, Long Marston, near Evesham, 1.30 p.m. **Dorset:** Motocross, Bulbarrow Hill, near Blandford, 2.30 p.m. **Herefordshire:** Scramble, Hope under Dinmore, 7½ miles from Hereford on the main Leominster road, 2.30 p.m. **Glamorganshire:** Main-road

trial, Ynyswen Boys Club, Treorchy, 2 p.m. **Surrey:** Quickly road touring trial, Shirley Hills car park, near Croydon, 10 a.m. **Yorkshire:** Scramble, Boltby, five miles east of Thirsk, 2 p.m. **Essex:** Scramble, Edwin's Hall Farm, Woodham Ferrers, near Maldon, 1 p.m. **Norfolk:** Grass-track racing, Show Meadow, Watton, 2 p.m. **Birmingham:** Grass-track racing, Hall Farm, Kenilworth Road, Knowle, 2.30 p.m. **Cambridgeshire:** Scramble, Old Bank, Littleport, 2 p.m. **Hampshire:** Relay scramble, Garston Farm, East Meon, 1.30 p.m. **Kent:** Grass-track racing, Gate Inn Grass Track, Rhodes Minnis, near Folkestone, 2 p.m. **Surrey:** Grass-track racing, Dry Hill Farm, Dormanland, near Lingfield, 1 p.m. **Devonshire:** Patchquig Scramble, Haldon Roadhouse Café, A38 Exeter-Plymouth road, 3 p.m. **Somerset:** Scramble, Heale's Ladder, Leighton, Frome, 2.30 p.m. **Buckinghamshire:** Road Trial, King's Arms Hotel, Oxford Road, Stokenchurch, 10 a.m. **Cheshire:** Centre rally, finish control at B.I.C.C. Sports Ground, Helsley, 2 p.m. **Bristol:** Standard-machine trial, Carpenters Arms, East Dundry, 10 a.m.

Monday, June 30, Tuesday, July 1, and Wednesday, July 2.—Belgium: International F.I.M. Rally, Brussels.

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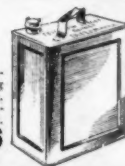


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changes; h.p.—18 Ashfield Parade, Southgate, N.14. Pal. 1035. [C1152/R]

BOB KEELER, Ltd., offer all A.J.S. models for immediate delivery; top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. [C1128/R]

PUTNEY AUTOS for your new A.J.S.: immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186 [C1135/R]

COMERFORDS for A.J.S. new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006]

WHITBYS OF ACTON.—New models in stock, exchanges, h.p. spares.—263/273, Acton Vale, London, W.3. She. 5535 (Showroom). [C1128/R]

59gms.—A.J.S. 1946 o.h.v. combination, coupe side-car, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube) N.W.3. Ham. 6041. [C1114]

A.J.S. WANTED

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the A.J.S. buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

COMERFORDS require good A.J.S. machines for cash; send details or call.—Thames Ditton. [W1006]

CLAUDE RYE urgently require all models, get our price list first! H.p. accounts settled, we pay your fare home.—895-921, Fulham Rd., S.W.6. Hen. 6174. [W105/R]

WE pay £10 more for A.J.S. H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

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JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares. C.O.D. and exchange service.

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CLAUDE RYE, Ltd., A.J.S. specialists.—Spares: 895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [S1163]

GUS KUHN.—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. for return service. [0133/R]

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Molyette, '58, 49 c.c. de luxe Moped, auto clutch	£27 10
N.S.U., '37, 49 c.c. de luxe Moped, 2 speed	£29 10
B.S.A., '57, 70 c.c. "Dandy" Scooterette, pressurized	£42 10
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Molyette, '58, 49 c.c. Auto clutch and gears	£25 10
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Piatil, '56, 125 c.c. de luxe Scooter, screen, spr. wheel	£69 10
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D.B.W., '37, 75 c.c. "Hobby" de luxe, automatic gears	£59 10
Vespa, '56, 125 c.c. de luxe Scooter, screen, pillion, etc.	£29 10
Lambretta, '55, 150 c.c. LD de luxe, extras	£29 10

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Lambretta, '56, 150 c.c. LD de luxe Scooter, screen	£109 10
Vespa, '56, 150 c.c. "Gran Sport" Scooter, pillion, screen	£119 10
Zundapp, '56, 150 c.c. Bella de luxe Scooter	£119 10
Lambretta, '57, 125 c.c. de luxe Scooter, extras	£119 10
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B.S.A., '51, 250 c.c. O.H.V. C11 de luxe, teles., pillion	£49 10
F. Barnett, '55, 197 c.c. de luxe Villiers, alarm, springer	£49 10
B.S.A., '54, 125 c.c. Model D1 Bantam, springer	£49 10
Norman, '54, 197 c.c. Villiers de luxe, alarm, springer	£59 10
B.S.A., '49, 350 c.c. O.H.V. A7 de luxe Twin, teles.	£119 10
Jamst, '56, 150 c.c. Cadet de luxe, springer	£59 10
B.S.A., '55, 150 c.c. D.3 Bantam Major, springer	£59 10
B.S.A., '52, 250 c.c. O.H.V. C11 de luxe, springer	£59 10
Velocette, '54, 250 c.c. LE water-cooled Twin, springer	£59 10

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C.O.D. and service units, £10.000 spares in stock.—Rapid, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0995 and 259-269, Haydon Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [S1162/R]

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AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Road 5153-5. [0098/R]

GODFREYS, Ltd., Ambassador dealers all depots. See display advert. [C1052/R]

GIFTS OF SOUTH HARROW for new Ambassadors: terms, exchanges.—368, Northolt Rd., Byron 2483. [C1053/R]

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath, Tel. Tho. 4987. [C1165/R]

MEETEN'S, Sharnon Corner, New Malden, Tel. 3110 for immediate delivery of your new Ambassador: Villiers service. [C1203]

COMERFORDS for Ambassador, new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006]

CLAUDE RYE, Ltd., for your 1958 Ambassador, all models in stock, immediate h.p. ride away in 10 mins.—895-921, Fulham Rd., Fulham. Rev. 6174. [C1105/R]

ARIEL

WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery: h.p.; exchanges.—273, Acton Vale, London, W.3. She. 5535. [C1128/R]

FISHERS OF ACTON.

1947 Ariel Square Four 1,000cc. c/a saloon, new tyres, etc., £79 10; deposit £26 10, 18 months £38/5.

1953 Ariel Red Hunter 500cc springer, £69/10; deposit £23 10, 18 months £2 19/6.

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1946 Ariel 600 sv with chassis, £35; deposit £12, 12 months £2/6/8.

1938 Ariel Square Four, Noval sports s.c. (motor requires attention), £29/10; deposit £10, 12 months £2/0/10.—24, Western Ave., East Acton, W.3. Shepherds Bush 5007: 3 mins Acton Underground. [C1005]

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ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd., Tel. 323 [0562/R]

ARIEL '55 VB, Garratt a/c chair: £160.—Ray, 122, Hamilton Ave., Chesham, Fairlands 5650. [8052]

£119 10.—1955 (model) 350cc Red Hunter, swingline, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 1154. [C1151]

SLOCUMBES OF NEASDEN!!! for your new 1958 Ariel, always a good selection of guaranteed used models.

SLOCUMBES.—£159/10: 1953 350cc NH, reg. 1957, swinging arm, etc., low mileage.

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Enfield, '55, 180 c.c. of l.u.xe, sprg., dual seat	£259 10
Dot, '55, 197 c.c. Villiers sprg., swing arm, sprg.	£259 10
B.S.A., '51, 350 c.c. O.H.V. Model B.31 de l.u.xe, sprg.	£259 10
F. Barnett, '54, 197 c.c. Villiers de l.u.xe, s./arm, d./seat	£259 10
Norman, '56, 150 c.c. Villiers de l.u.xe, sprg., d./seat	£259 10
Horion, '52, 500 c.c. O.H.V. Model B.31 de l.u.xe, sprg.	£259 10
Ariel, '52, 500 c.c. O.H.V. Red Hunter, sprg., d./seat	£259 10
B.S.A., '57, 150 c.c. Model D.I. Bantam Major, sprg.	£259 10
James, '55, 150 c.c. Cadet de l.u.xe, sprg.	£259 10
Triumph, '56, 500 c.c. O.H.V. Tiger 100 Twin, sprg. hub	£259 10
B.S.A., '51, 350 c.c. O.H.V. Model B.31 de l.u.xe, sprg.	£259 10
Triumph, '56, 500 c.c. O.H.V. Tiger 100 Twin, sprg. hub	£259 10
James, '55, 197 c.c. Captain de l.u.xe, d./seat, s./arm	£259 10
Ambassador, '55, 250 c.c. Villiers de l.u.xe, s./arm, d./seat	£259 10
James, '55, 197 c.c. Captain de l.u.xe, d./seat, s./arm	£259 10
D.M.W., '58, 197 c.c. Villiers de l.u.xe, s./arm, d./seat	£259 10
Triumph, '57, 150 c.c. O.H.V. Terrier, sprg., d./seat	£259 10
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Peashol, '56, 197 c.c. Villiers de l.u.xe, s./arm, d./seat	£259 10
B.S.A., '50, 600 c.c. O.H.V. Golden Flash, sprg., d./seat	£259 10
Enfield, '54, 250 c.c. Villiers sprg. hub	£259 10
B.S.A., '54, 500 c.c. S.V. M.30 de l.u.xe, sprg., d./seat	£259 10
Peashol, '56, 500 c.c. O.H.V. Model B.31 de l.u.xe, sprg.	£259 10
B.S.A., '55, 500 c.c. O.H.V. Model C.11 de l.u.xe, sprg.	£259 10
Triumph, '56, 500 c.c. O.H.V. Tiger 100 Twin, sprg. hub	£259 10
B.S.A., '55, 500 c.c. O.H.V. Model B.31 de l.u.xe, sprg.	£259 10
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Triumph, '51, 500 c.c. O.H.V. Speed Twin, sprg. hub	£259 10
B.S.A., '54, 500 c.c. O.H.V. Model B.31 de l.u.xe, d./seat, s./arm	£259 10
Ariel, '57, 500 c.c. O.H.V. Colt, sprg., d./seat	£259 10
Triumph, '57, 500 c.c. O.H.V. Tiger 100 Twin, sprg. hub	£259 10
James, '56, 225 c.c. Colonel de l.u.xe, d./seat, s./arm	£259 10
F. Barnett, '57, 225 c.c. Cruiser de l.u.xe, d./seat, s./arm	£259 10
Matchless, '55, 500 c.c. O.H.V. G.500 de l.u.xe, s./arm, d./seat	£259 10
F. Barnett, '57, 197 c.c. Villiers de l.u.xe, s./arm, d./seat	£259 10
B.S.A., '54, 500 c.c. O.H.V. Model B.31 de l.u.xe, sprg., d./seat	£259 10
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B.S.A., '52, 500 c.c. O.H.V. A.7 Star Twin Sprg., sprg.	£259 10

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B.S.A., '53, 500 c.c. O.H.V. A.7 de l.u.xe Twin, sprg.	£259 10
Zundapp, '56, 300 c.c. Model 2008, s./arm, d./seat	£259 10
Ariel, '54, 500 c.c. O.H.V. Red Hunter, sprg., d./seat	£259 10
F. Barnett, '57, 197 c.c. Villiers Competition Model, s./arm	£259 10
James, '57, 225 c.c. Colonel de l.u.xe, s./arm, d./seat	£259 10
B.S.A., '56, 250 c.c. Villiers C.21 de l.u.xe, s./arm, d./seat	£259 10
Dot, '55, 197 c.c. Villiers de l.u.xe Manxman, Earle forks	£259 10
Matchless, '55, 500 c.c. O.H.V. Speed Twin, sprg. hub	£259 10
B.S.A., '54, 350 c.c. O.H.V. Model B.31 de l.u.xe, s./arm, d./seat	£259 10
Triumph, '53, 500 c.c. O.H.V. Tiger 100 Twin, sprg. hub	£259 10
Ariel, '56, 500 c.c. O.H.V. Red Hunter, sprg., d./seat	£259 10
Velocette, '54, 350 c.c. O.H.V. Model MAC, s./arm, d./seat	£259 10
Douglas, '56, 350 c.c. O.H.V. Dragonfly Twin, s./arm, d./seat	£259 10
B.S.A., '53, 500 c.c. O.H.V. Golden Flash, sprg., d./seat	£259 10
Matchless, '54, 500 c.c. O.H.V. Model B.31 de l.u.xe, s./arm, d./seat	£259 10
B.S.A., '53, 500 c.c. O.H.V. A.7 Star Twin Sprg., sprg.	£259 10
Horion, '54, 500 c.c. O.H.V. Dom. Twin, s./arm, d./seat	£259 10
B.S.A., '55, 500 c.c. O.H.V. B.31 de l.u.xe, s./arm, d./seat	£259 10
A.J.S., '54, 500 c.c. O.H.V. Model 16MS, s./arm, d./seat	£259 10

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Zundapp, '57, 250 c.c. Mod. 2018, s./arm, Earle forks	£199 10
B.S.A., '54, 500 c.c. O.H.V. A.7 de l.u.xe Twin, sprg., d./seat	£199 10
F. Barnett, '57, 250 c.c. Villiers de l.u.xe, s./arm, d./seat	£199 10
James, '57, 250 c.c. Commodore de l.u.xe, s./arm, d./seat	£199 10
Triumph, '53, 500 c.c. O.H.V. Tiger 100 Twin, sprg. hub	£199 10
Velocette, '55, 350 c.c. O.H.V. Model MAC, s./arm, d./seat	£199 10
Douglas, '57, 350 c.c. O.H.V. Dragonfly Twin, s./arm, d./seat	£199 10
Ariel, '54, 500 c.c. O.H.V. Red Hunter, sprg., d./seat	£199 10
R. Enfield, '57, 250 c.c. O.H.V. Crusader de l.u.xe, s./arm	£199 10
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B.S.A., '55, 500 c.c. O.H.V. Model B.31 de l.u.xe, s./arm, d./seat	£199 10
A.J.S., '55, 500 c.c. O.H.V. Model 16MS, s./arm, d./seat	£199 10
B.S.A., '54, 500 c.c. O.H.V. B. Flash, sprg., d./seat	£199 10
Ariel, '55, 500 c.c. O.H.V. B. Hunter Twin, s./arm, d./seat	£199 10
A.J.S., '55, 500 c.c. O.H.V. Mod. 188, s./arm, d./seat	£199 10
Oliver, '57, 175 c.c. Sports, s./arm, d./seat	£149 10
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T. W. KIRBY MOTOR CYCLES, Ltd., your Ariel specialists, 10, Kewton Corner, Hornchurch 141. (10418)
1954 Ariel 600cc VB c/a s/c and brake, under 12,000, lovely outfit, £165; price includes prefab garage.—25, St. Thomas Way, S.W.6. (8055)
PUTNEY AUTOS for your new Ariel: immediate delivery, terms and exchanges.—263, Putney Bridge Rd., S.W.15. Tel. 1185. (C1138/R)

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R. ROWLAND SMITH'S, the Ariel buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)
GEORGE CLARKE pay most for Ariel.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)
WE pay £10 more for Ariel; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it in Kingsway Motors, 26-30, Caversham Rd., Reading 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1039)

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PUTNEY AUTOS—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. (S1138/R)

GODFREY'S, Ltd., Ariel and Burman spares stockists; c.o.d.—223, London Rd., Croydon 241. (S1052/R)
3641, 208, Portland St., W.1 Euse, 4632, 418, Romford Rd., Forest Gate, E.7. Gra. 1234. (S1052/R)

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A.F.N. Ltd., offer R50 B.M.W., total mileage 8,000. One owner, taxed, £250; R26 B.M.W., total mileage 12,000, one owner, taxed, £195.
A.F.N. Ltd., sole concessionaires for the full range of B.M.W. motor cycles, including R26 250cc, £238/4/8; R50 500cc, £380/9/9; R60 600cc, £392/19/3; R69 600cc, £495/5/2; early or immediate delivery all models.—Catalogue and h.p. terms on application to Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). (C1189/R)

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£75—1939 B.M.W. R66 ohv. 600cc, very good condition.
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BRING your B.M.W. to the B.M.W. specialists for the best price.—M.L.G. Motorcycles, Ltd., 105, Goldhawk Rd., London, W.12. She. 3722. (10241/R)

B.M.W. SPARE PARTS

A.F.N. Ltd., sole concessionaires for B.M.W. spares. A.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). (S1114/R)

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Continued from previous column

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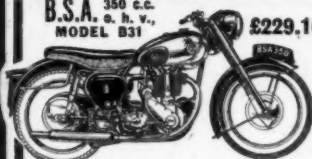
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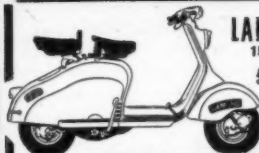
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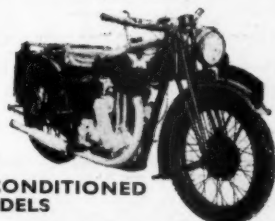
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PRIDE & CLARKE Ltd., Lambretta specialists, all models, exchanges welcomed.—158, Stockwell Rd., S.W.9. Brixton 6251. [1098/R

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WHITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1055. [C1052/R

J. J. DOUBLET (MOTOR CYCLES), Ltd., 1958 Lambretta agents; terms, spares, repairs.—123-4, Midland Parade, Cranbrook Rd., Barking, Ilford. Tel. Val. 0191. [C1119/R

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LAMBRETTA WANTED

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B.S.A., '54, 500 a.v.c. telex, Commercial bus sidecar		£99 10
B.S.A., '49, 500 c.h.v. At Twin, and '56 Avon on B.S.A. ch.		£109 10
B.S.A., '54, 500 c.h.v. A7 Twin, '56 5Tie C/A sal.		£129 10
B.S.A., '54, 600 c.h.v., M31, telex, d.m., '54 Wate. Maxtorque		£159 10
B.S.A., '57, 600 c.h.v., A108, C/Bury C/A sal. GMC's ch.		£279 10
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chassis Garrard 890 sports on Mk. II ch.		£179 10
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Astral D/A sal., matching colors		£279 10
VINCENT, '50, Black Shadow, C3 C/bury C/A sal.		£169 10
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RELIANT, '54, 555 Regal, Grey		£399 10
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DATTON '56, 225 Albabron, S/A. As new.....		£145 10
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EXCELSIOR '57, 98 Scoutabike, spr. As new.....		£35 10
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PIATTI—Latham Motor Cycle House; exchanges; h.p. terms.—Tel. 4242 Preston. (0049/R)

£99/10.—Piatti 1957 (October) 125cc scooter de luxe, spare wheel, luggage carrier, windscreen, one careful owner, very small mileage, exceptional condition; terms, exchanges.—Dilley, 574, Forest Rd., London, E.17. (C1030)

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USED SOLOS	Cash Price
VELOCETTE, 1957, Valiant, 350 c.c. Twin, Green and Chrome, with dual seat, crashbar. Only 100 miles. As new	£189
MATCHLESS, 1957, G3L8, 350 c.c. O.H.V., swinging arm, dual seat, Black and Chrome. A very popular model.	£179
B.S.A., 1956, B.35, 500 c.c. O.H.V., swinging arm, dual seat, Smart Maroon and Chrome. Excellent throughout	£149
ROYAL ENFIELD, 1957, 350 c.c. O.H.V. Clipper, swinging arm, dual seat. Exceptional condition.	£149
B.S.A., 1954, B.31, 350 c.c. O.H.V., swinging arm, dual seat, Maroon and Chrome. Pannier racks. Very smart	£129
TRIUMPH, 1957, "Tiger Cub", 200 c.c., swinging arm, dual seat, windscreen. Very lively motor. Economical	£125
FRANCIS-BARNETT, 1957, Falcon 197 c.c., swinging arm, dual seat, Avon Fairing. Smart Green finish. Excellent value at	£119
FRANCIS-BARNETT, 1956, Falcon, 197 c.c., swinging arm, dual seat, legshields. One owner from new	£109

THIS WEEK'S SPECIAL BARGAIN	
ARIEL, 1956 Model, 650 c.c. Huntmaster Twin. Only 870 miles. Black and Chrome. Avon Fairing with 1957 Watsonian Monarch sidecar. Exceptional	£289
USED COMBINATIONS	
MATCHLESS, 1955, G9 500 c.c. Twin, swinging arm, Maroon Chrome Tank with new Child/Adult saloon s/c or on 1955 Watsonian chassis. A very smart family outfit	£229
ARIEL, 1956, Huntmaster 650 c.c. Twin, swinging arm, dual seat, with Canterbury Single Seater Sports s/c or, one owner from new	£199
MATCHLESS, 1955, G9 500 c.c. Twin, swinging arm, dual seat, with Watsonian Avon Sports s/c or	£199
B.S.A., 1955, A10, 650 c.c. "Golden Flash" Twin, spring frame, dual seat, with Watsonian Maxstoke Child/Adult saloon s/c or. Black and Chrome finish	£189
A.J.S., 1957, 188, 500 c.c. O.H.V., swinging arm, dual seat, with Saloon s/c or. Excellent value at	£119
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ARIEL, P.H., 650 c.c. Huntmaster Twin, Black, C-Case	£270 8
A.J.S., 16MS, 350 c.c. O.H.V.	£233 8
A.J.S., 30, 600 c.c. Twin	£258 15
B.S.A., C12, 250 c.c. O.H.V., Black or Maroon	£167 7
B.S.A., B31, 350 c.c. O.H.V., Green/Chrome	£229 10
B.S.A., A7, Shooting Star, 500 c.c. Twin, C-Case	£268 18
B.S.A., A10, Golden Flash, 650 c.c. Twin, Black, C-Case	£261 19
FRANCIS-BARNETT, 81, 197 c.c. Falcon	£159 13
MATCHLESS, G3L8, 350 c.c. O.H.V.	£233 18
NORTON, 99, 600 c.c. Twin, Black and Chrome	£295 19
RELIANT REGAL Hardtop, 2-Tone Grey/Blue	£446 6
B.M.W. ISETTA "Plus" Model, Red finish	£362 7
BOND Family De Luxe, British Racing Green	£355 5

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1958 TR A.J.S., been raced T.T. only by Arthur Wheeler; £415.
250cc Moto Guzzi with full streamlining, as used by Arthur Wheeler, and ready to race, bargain; £375.—Wheeler Motors, 45-51, Waterloo Rd., Epsom, Surrey, Tel. 4505-6. [C1131]

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WORLD champions Ove Fundin (1956) and Barry Briggs (1957) rode Jackson-Rotrax speedway machines manufactured by us, largest stockists of J.A.P. racing engines and spares in G.B.; retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R]

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GODFREYS, Ltd.—B.S.A. special spares for trials and competition machines.—418, Romford Rd., E.T. Gra. 1234-5. [S1052/R]

H. L. DANIEL, the Norton expert, for Manx Norton spares service c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For 5595. [0204/R]

O'NEILL BROS., Ltd.—Amal racing carburettor service, jets, needles, valves and spares for RN, GP, and TT cars; full postal service, trade supplied.—The Broadway, N.W.9. Hendon 5629. [S1179]

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OFFER full range of 1958 models including the new:—
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FREE tax and insurance with second-hand motor cycles.

175ms.—Enfield Twin, 1955, spring frame sports combination, exceptional condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

KINGSTON MOTOR CYCLES offer:—

The comprehensive range of 1958 Royal Enfields for immediate delivery, terms, exchanges.—26-28, London Rd., Kingston-on-Thames. Tel. Kingston 2243. [C1073]

DEPROSE BROTHERS, Ltd. (Enfield main agents) offer:—

1956 Meteor 700cc twin, and 1956 Canterbury Sportsmobile side-by-side 2-seater, as new in appearance, a first class outfit in every way; only £289 or 1/4 deposit and repayments over 2 years if required; part exchanges welcomed.

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1140cc R.E. late '38, around £30; c's a s'car, £25.—85, Main St., Frodsham, Ches. [0816]

HAYEN, Ltd., main agents, part exchanges, terms; service and repairs.—162, High Rd., Ilford 0361. [0541]

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RENNO'S—1956 Royal Enfield Ensign 150cc. swinging arm, telescopic forks, dual seat; 79gms; ditto 1953, 49gms.

RENNO'S—1948 Royal Enfield 350cc. telescopic forks, dual seat; 35gms.—252-3-4, Upper St., London, N.1. Can. 2021 and 217, Hornsey Rd., London, N.7. Arc. 5388. [C1104]

WHITTAKER OF BLACKPOOL for new Royal Enfield: immediate delivery.—19, Cookson St., Blackpool. Tel. 24828. [C1139]

YOUNG'S—Royal Enfield enthusiasts: immediate delivery; terms, exchanges.—20-32, Tooting Bec Rd., London, S.W.17. Bat. 7791. [C1134/R]

£19 10.—Enfield 1951 (July) 125cc RE model, teles. foot change, good tyres, very good condition, taxed.—Dilleev, 374, Forest Rd., London, E.17. [C1030]

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USED SCOOTERS	Cash Price
1957 PIATTI 125, dualseat, spare wheel, scr. carrier, red	£105 10
1956 BELLA, 200 c.c., self starter, dualseat, carrier	£149 10
1956 PROGRESS 175 c.c., screen, dualseat, etc., blue	£159 10
1956 DAYTON Albatross, 225 c.c., d.seat, carrier, blue	£129 10
1955 LAMBRETTA LD 150, sp. wheel, screen, etc.	£129 10
1955 LAMBRETTA LD 125, sp. wheel, screen, etc.	£109 10
1956 LAMBRETTA LDB 150, screen, pillon, etc.	£129 10
1955 LAMBRETTA LDB 150, screen, carrier, seat-covers	£129 10
1955 VESPA "42L2" dualseat, sp. wheel, screen, 2-tone	£99 10
1955 PIATTI 125, dualseat, sp. wheel, carrier, cream	£99 10

THIS WEEK'S SPECIAL REDUCTION

1952 ARIEL "VH" 500 a.h.v. Red Hunter, spr. frame, scr. pillon, with 2 seater saloon s/c on VU chassis.... £92 10

USED COMBINATIONS

1955 JAMES Captain 197 c.c., dualseat, legshields, with light-weight Watsonian touring sidecar... £120 10
1953 B.S.A. M21 600 S.V., dualseat, screen, with Swallow full door 2 seater saloon. Velvet chassis... £159 10
1952 ARIEL "VH" 500 O.H.V. Hunter, spring frame, screen, with large 2 seater saloon sidecar... £139 10
1951 B.S.A. A10 650 Twin Flash, dualseat, carrier, legshields, h.bar fairing, with very large 2 seater saloon, full door, sidecar brake... £159 10
1951 TRIUMPH 5T Speed Twin, 500 O.H.V., large Perfax screen, Swallow full door 2 seater saloon... £149 10
1951 B.S.A. M21 600 S.V., screen, with Bumar all-metal 2 seater saloon, full door... £139 10
1950 TRIUMPH Thunderbird 6T 650 Twin, s.arm, legshields, dualseat, carriers, fairing, with Garrard Mark V chassis, 890 s/c, Superb outfit... £279 10
1952 ARIEL 1,000 Square Four, excellent appearance and condition, with matched colour Swallow 2-adult full-door saloon... £189 10

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RELIANT 3-WHEELERS. 4 seater saloon or coupe. Commercial 5 cwt. van—all £3 Annual Tax. SPARES AND ACCESSORIES.—Special postal service, 24 hours C.O.D. if required.

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1958 B.S.A. AT 500 Twin, under 2,000 miles, as new, dualseat, sw. arm. Must be seen	£229 10
1954 ROYAL ENFIELD 250 "Clipper", sw. arm, dualseat, carriers, excellent condition	£119 10
1956 ARIEL VB 600 S.V., dualseat, s.arm, superb sidecar machine	£139 10
1953 B.S.A. C11 250 O.H.V., spring frame, d.seat	£79 10
1946 HORTON 16H 500 S.V., dualseat	£39 10
1957 B.S.A. D3 150 Bantam Major, screen, legshields, dualseat, carriers, black, s.arm	£89 10
1954 FRANCIS-BARNETT "Falcon", 197 c.c. Excellent condition	£79 10
1956 JAMES "Captain", 197 c.c., s.arm, dualseat, etc.	£99 10
1946 B.S.A. D3 150 Bantam Major, spr. frame, d.seat	£89 10
1953 PANTHER 850 O.H.V. Oleomatic forks, pillon, blue-cream finish. Excellent value	£65 10
1955 JAMES "Colonel", 225 c.c., dualseat, s.arm, scr.	£79 10
1955 JAMES "Captain", 197, s.arm, dualseat, special reduction for one week only	£79 10

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KAYS OF EALING, Ltd., Royal Enfield spare parts stockists; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.3. Est. 2397. (S1075/R)

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SOLE U.K. concessionaires for Fichtel and Sachs spare parts; exchange engines, cylinders and crankshafts.—Industria (London), Ltd., 248, Holloway Rd., N.7. North 6361. (S1217)

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SCOTT 1951 Super Squirrel, rebuilt, new tyres; £25.—Sparrow, 39, Draycott Rd., Borrowash, Derby. (S1031)

SCOTT, 1956, spring frame models, £296, delivery from stock, catalogues free, spares and repairs for all years; instruction book 5/6; spares list 1/6; 1956 demonstration model, £260; s/h Scotts wanted, exchange or cash.—Geoff Milnes, the official works service depot, 74, Dewsbury Rd., Leeds, 11. Tel. 22309. (S1017)

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K.V.P. MOTORS, Ltd.—Geni scooter in stock; terms: S spares.—Central Parade, Gunnersbury Lane, W.3. Acorn 6005. (S1068)

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SLOCUMBS have a good selection of guaranteed used Sunbeams.—SLOCUMBS—£159/10; 1955 88 500cc unit cons. shaft drive, crash bar, outstanding condition; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3555—9 lines. (S1115)

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'51 Sunbeam S7, excellent condition, dual seat, windscreen, engine reconditioned; £90.—Plum, 22, South View, Letchworth, Herts. (S1048)

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185 gns.—Sunbeam twin 1956 (registered 1957) 88, grey, pillion, Avon fairing and windshield, legshields, panniers, one careful owner, exceptional, free tax and insurance with second-hand motor cycles; terms, exchanges.—Rowland Smith, below. (S1115)

145 gns.—Sunbeam twin 1954 500cc ohv S8, grey, changes.—Rowland Smith, below. (S1115)

105 gns.—Sunbeam Twin 1952 500cc S8 combination, Avon fairing and windshield, etc., choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (S1114)

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HUMPHREYS, official Sunbeam spares stockists, for post-war models; c.o.d.—122, Hampstead Rd., N.W.1. Eus. 6536. (S1058/R)

MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors.—363-5, London Rd., Mitcham, Tel. 0829. (S1016/R)

KAYS OF EALING, Ltd., Sunbeam spare parts stockists; quotations or c.o.d. by return.—10, Bond St., Ealing, W.3. Est. 2397. (S1075/R)

BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south-east.—25, Courtney, Eltham, S.E.9. Tel. Mit. 2009 and 4840. (S1056/R)

Be certain—spares from the heart of the industry, 24-hour c.o.d. service from Motor Sales (Birmingham), Ltd., 15-17, Aston St., Birmingham. Ast Cross 3574. (S1019/R)

GODFREYS, Ltd.—S7 and S8 Sunbeam spares stockists, c.o.d.—226-234, London Rd., Crystal Palace, S.E.19. Tel. 01-611 1234. (S1052/R)

WILL LORD (Sunbeam specialists) for all your Sunbeam spares, pre- and post-war; c.o.d. or cash—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. (S1052/R)

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TRIUMPH, 1955, T100, 500 c.c. O.H.V. sports, springer, teles. £155
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TRIUMPH, 1957, T100, 500 c.c. O.H.V. sports, springer, teles. £155
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VELOCETTE, 1953, MAC, 350 c.c. O.H.V., teles. dual seat, with lightweight saloon Surrey Rambler as new £119
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B.S.A., 1957, Shooting Star, 500 c.c. O.H.V. sports, springer, teles. £189
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NORTON, 1957, H8, 500 c.c. O.H.V. Dominator de luxe, springer, teles. £189
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WHITBYS.—Velocette enthusiasts; new and second-hand.—273, Acton Vale, London, W.3. Shep. Bush 5555. [C1128/R]

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SLOCOMBES OF NEASEN!!! for your new Velocette; terms and exchanges.—259-271, Neaseen Lane, N.W.10. Gladstone 3555-8 lines. [C1115]

RAPID MOTORS for all models and spares.—289, Haydon Rd., Wimbledon, Cherrywood 3202; and 70, Godstone Rd., Whyteleafe, Surrey, Uplands 0695. [C1162/R]

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ROWLAND SMITH'S, the Velocette buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [FW1114/R]

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ARCHERS, the Velo Felo, for spares and service.—Victoria Rd., Aldershot. Tel. 323. [0367/R]

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GODFREY'S, Ltd., Velocette spares stockists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641. And 220, Barking Rd., E.6. Gra. 8088. [S1052/R]

O'NEILL BROS., Ltd.—Large stocks of spares, also B.T.H., Miller, Amal, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179]

KAYS OF EALING, Ltd., Velocette spares parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

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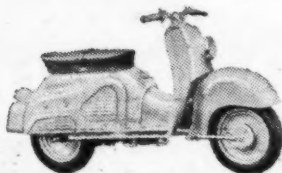
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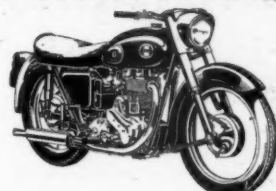
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'46 NSU Quickly Moped	£85
'49 ENFIELD Mod. G 350 c.c. O.H.V. Immaculate	£40
'52 B.S.A. 125 c.c. D1, sprg.	£25
'53 B.S.A. 125 c.c. Bantam, sprg.	£25
'53 SVT 127 c.c., sprg. Immaculate	£20
'54 TRIUMPH 150 c.c. Terrier, sprg. Immaculate	£20
'48 NORTON 500 c.c. O.H.V. M18. Very smart	£20
'56 B.S.A. 150 c.c. Bantam Major, sprg.	£20
'52 B.S.A. 250 c.c. O.H.V. C11, sprg.	£75
'48 NORTON 500 c.c. E82, sprg.	£20
'57 B.S.A. 150 c.c. D3, s/arm, choice of 2	£20
'50 JAMES 197 c.c., s/arm, superb	£20
'54 B.S.A. 350 c.c. B31, sprg.	£115
'56 F-BARNETT, 225 c.c. Cruiser, engine o/hauled	£115
'52 A.J.S. 350 c.c. Twin, sprg.	£129
'54 ARIEL 350 c.c. s/arm, sprg.	£129
'57 TRIUMPH 200 c.c. Cub, s/arm, Immaculate	£129
'54 NORTON 500 c.c. E82, s/arm.	£129
'54 A.J.S. 350 c.c. s/arm, Rodark panna.	£139
'54 A.J.S. 350 c.c. s/arm, sprg., safety chain	£139
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'58 VICTORIA 200 c.c., Swing elastic change, demonstration model	£169
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COMBINATIONS

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'55 AMBASSADOR 197 c.c. and box s/car. Immac.	£79
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B.S.A. 250 C12, s/arm, springer, maroon	£167	7	8
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F-BARNETT 150 Plover, s/arm, sprg.	£122	17	7
F-BARNETT 250 Cruiser 90, s/arm, sprg.	£195	5	0
MATCHLESS 500 G9, s/arm, sprg.	£231	6	3
NORTON 500 196, s/arm, sprg. s/car gears	£254	9	10
NORTON 600 Model 99, s/arm, sprg. grey	£293	3	3
R. ENFIELD 700 Super Meteor, s/arm, sprg. s/car gears, black	£286	18	5
TRIUMPH 200 T20 Cub, s/arm	£152	6	5
B.S.A. 150 D3, springer, bath lighting, grey	£110	10	3
VICTORIA 200, s/arm, sprg., 4-spd. elec. g/box	£199	12	0
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 1955 [C1132]

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 James 225 K12, £79; '55 James 200 K7, £89; '56
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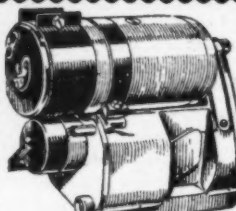
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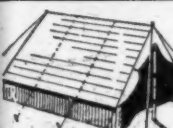
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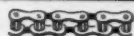
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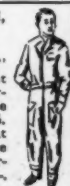
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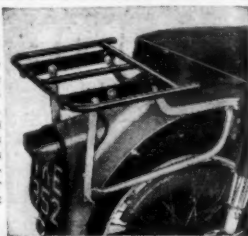
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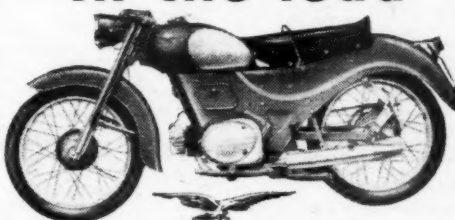
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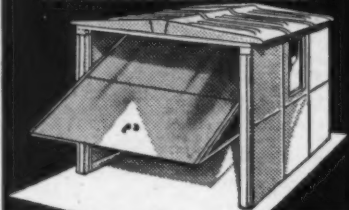
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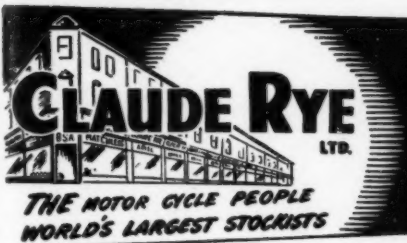
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26 JUNE 1958

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iii

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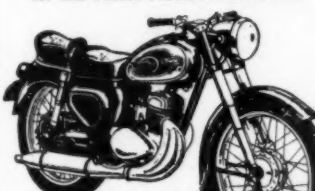
BOLDS

Cash Price

AMBASSADOR '53, 197, teles., spring frame, pillion, etc.	£55 10
AMBASSADOR '54, 225, dual seat, swing arm, brgn.	£55 10
A.J.S. '48, 350 O.H.V., teles., pillion, bargain.	£55 10
A.J.S. '52, 500 O.H.V., teles., dual seat, attractive	£79 10
A.J.S. '52, 500, swing arm, dual seat, attractive.	£89 10
A.J.S. '53, 550, swing arm, dual seat, nice condition	£89 10
A.J.S. '52, 500 Twin, swing arm, dual seat, etc.	£119 10
A.J.S. '54/5, 500 O.H.V., s/arm, dual seat, attractive	£129 10
A.J.S. '56/7, 350 O.H.V., s/arm, dual seat, nice cond.	£105 10
ARIEL '48, 350 O.H.V., teles., dual seat, bargain	£89 10
ARIEL '50, 500 Red Hunter, teles., d/seat, attractive	£59 10
ARIEL '55, 300 Colt, spring frame, dual seat, etc.	£89 10
ARIEL '52, 500 Twin, spring frame, d/seat, attractive	£89 10
ARIEL '53, 350 Red Hunter, spring frame, d/seat, brgn	£99 10
ARIEL '53, 500 Red Hunter, spring frame, d/seat, etc.	£109 10
ARIEL '54, 350, s/arm, d/seat, l/shifts, attractive	£125 10
ARIEL '55, 500 Twin, swing arm, dual seat, etc.	£145 10
ARIEL '54, 550 Twin, screen, dual seat.	£155 10
B.S.A. '49, 350 O.H.V., teles., dual seat, bargain.	£85 10
B.S.A. '52, 250 O.H.V., spring frame, d/seat, attractive	£85 10
B.S.A. '53, 125, spring frame, leg shields, etc.	£65 10
B.S.A. '55, 150 Major, spring frame, dual seat, etc.	£69 10
B.S.A. '53, 250 O.H.V., spring frame, dual seat.	£79 10
B.S.A. '56, 150 Bantam, d/seat, screen, taxed.	£79 10
B.S.A. '52, 350 O.H.V., spring frame, really nice.	£89 10
B.S.A. '55, 250 O.H.V., 4 speeds, dual seat, taxed	£95 10
B.S.A. '52, 650 G. Flash, spring frame, d/seat, snip	£119 10
B.S.A. '54, 500 O.H.V., swing arm, dual seat.	£129 10
B.S.A. '55, 350 B31, swing arm, attractive bargain	£129 10
B.S.A. '54, 650 A10, s/frame, dual seat, attractive.	£149 10
B.S.A. '57, 350 B31, swing arm, dual seat, etc.	£179 10
B.S.A. '58, 650 A10, swing arm, Avon Fairing	£195 10
D.M.W. '54, 225, Earle's Forks, swing arm, d/seat	£89 10
D.M.W. '57, 197, swing arm, dual seat, super.	£109 10
ENFIELD '47, 350 O.H.V., teles., dual seat, bargain	£49 10
ENFIELD '53, 150 Ensign, spring frame, pillion, etc.	£49 10
ENFIELD '51, 350 O.H.V., teles., pillion, bargain	£59 10
ENFIELD '50, 350 Bullet, s/arm, dual seat, bargain	£69 10
ENFIELD '51, 500 Twin, spring frame, d/seat, bargain	£89 10
ENFIELD '54, 350 Bullet, swing arm, dual seat, etc.	£119 10
ENFIELD '55, 350 Bullet, swing arm, dual seat, etc.	£129 10
ENFIELD '55, 350 Bullet, swing arm, dual seat, etc.	£129 10
EXCELSIOR '50, 58 c.c. Couvert, spr. frame, l/shifts	£149 10
EXCELSIOR '56, 250 Twin, s/arm, dual seat, taxed	£109 10
EXCELSIOR '57, 150, swing arm, dual seat, super.	£95 10
EXCELSIOR '57, 250 Sports Twin, 2,000 miles, etc.	£129 10
F. BARNETT '56, 150, swing arm, pillion, panniers, etc.	£89 10
F. BARNETT '55, 225 Cruiser, s/arm, d/seat, taxed	£95 10
F. BARNETT '55, 197, 4 speed, dual seat, panniers	£139 10
F. BARNETT '56, 197, swing arm, l/shifts, panniers	£105 10
F. BARNETT '57, 250 Cruiser, low mileage, spotless	£129 10
GREVESE '57, 250 Twin, swing arm, dual seat, taxed	£145 10
INDIAN '54/5, 250 S.V., teles., dual seat, snip.	£59 10
INDIAN '56, 250 S.V., dual seat, taxed December	£89 10
JAMES '56, 150, swing arm, l/shifts, panniers	£79 10
JAMES '55, 197, swing arm, dual seat, screen.	£89 10
JAMES '55, 225, swing arm, dual seat, taxed.	£95 10
JAMES '56, 197, swing arm, dual seat, attractive	£105 10
MATCHLESS '48, 500 O.H.V., teles., pillion, nice cond.	£55 10
MATCHLESS '51, 500 Twin, swing arm, d/seat, bargain	£109 10
MATCHLESS '53, 250, d/seat, screen, swing arm, etc.	£115 10
MATCHLESS '55, 500 G808, swing arm, really nice	£129 10
MATCHLESS '54, 500 Twin, dual seat, swing arm.	£149 10
MATCHLESS '56, 350, Avon Fairing, ex. condition	£165 10
MATCHLESS '56, 500 G9, crash bars, really attractive	£195 10
NORMAN '52, 197, teles., dual seat, taxed.	£45 10
NORTON '47, 500 O.H.V., teles., d/seat, attractive	£55 10
NORTON '54, 500 88 Twin.	£149 10
NORTON '56, 500 Model 88 Twin, nice condition.	£199 10
P. & M. '54, 250, s/arm, dual seat, taxed December	£109 10
P. & M. '56, 250, swing arm, dual seat, as new.	£129 10
SUN '55, 197, swing arm, dual seat, l/shifts, taxed	£89 10
SUNBEAM '50, 500 88, shaft drive, d/seat, s/frame	£89 10
SUNBEAM '53, 500 88 de Luxe, superb condition.	£135 10
SUNBEAM '54, 500 88 Pearl Grey, carrier.	£139 10
TRIUMPH '46, 350, s/arm, dual seat, taxed.	£79 10
TRIUMPH '54, 150 Terrier, spr. frame, d/seat, etc.	£75 10
TRIUMPH '55, 300 Cub, spr. frame, d/seat, attractive	£89 10
TRIUMPH '51, 650 Thunderbird, spr. hub, d/seat	£99 10
TRIUMPH '52, 500 Speed Twin, spr. hub, dual seat	£109 10
TRIUMPH '51, 500 Tiger 100, sprung hub, dual seat	£109 10
TRIUMPH '57, 300 Cub, s/arm, Avon Fairing, super	£125 10
TRIUMPH '56, 500 Twin, s/arm, crash bars, Western	£155 10
TRIUMPH '56, 500 Model 110, nice condition.	£195 10
VELOCEITE '50, LE Twin, exceptional condition	£49 10
VELOCEITE '52, LE 200 Twin, swing arm, dual seat	£65 10

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Cash Price

VELOCEITE '53, LE 200 Twin, screen, d/seat, etc.	£75 10
VELOCEITE '55/6, 350 MAC, s/arm, d/seat, taxed	£129 10
ZUNDAPP '56, 200 c.c., teles., swing arm, dual seat	£119 10
ZUNDAPP '57, 200, pivot front forks, as new.	£139 10
COMBINATIONS	
ARIEL '52, 500 Twin, teles., dual seat, etc., Wat-	
sonian 2-seater saloon sidecar, taxed.	£119 10
ARIEL '51, 1,000 Sq. 4, teles., spring frame, dual	
seat, 2-seater saloon sidecar, attractive outfit.	£149 10
ARIEL '54, 4-sport 1,000 Sq. 4, dual seat, etc., large	
Raven 2-seater saloon sidecar.	£225 10
ARIEL '56/7, 500 Twin, Avon Fairing, new Canter-	
bury 2-adult sidecar.	£269 10
B.S.A. '49, 500 S.V., teles., pillion, etc.	
Coupe sidecar, Velvet chassis.	£85 10
B.S.A. '51, 600 S.V. M21, dual seat, Swallow 2-seater	
saloon sidecar, real value.	£115 10
B.S.A. '51, 650 Golden Flash, s/frame, dual seat.	
B.S.A. single-seater saloon.	£129 10
ENFIELD '49, 500 O.H.V., teles., pillion, leg Stream-	
line 2-adult saloon sidecar, super condition.	£89 10
MATCHLESS '47, 500 O.H.V., teles., pillion, etc.	
Watsonian Avon Sports Coupe sidecar.	£75 10
MATCHLESS '55, 500 O.H.V., swing arm, dual seat.	
Watsonian 2-adult saloon.	£199 10
NORTON '49, 500 O.H.V., spring frame, dual seat,	
screen, Watsonian single-seater saloon.	£85 10
P. & M. '55, 600 O.H.V., swing arm, dual seat, etc.	
Watsonian saloon sidecar, taxed December, real brgn.	£109 10
TRIUMPH '50, 650 Thunderbird, sprung hub, d/seat, etc.	
Sports Coupe sidecar, real bargain.	£125 10
VELOCEITE '48, 500 O.H.V., 385i, teles., pillion,	
2-seater saloon sidecar, real bargain.	£79 10
VELOCEITE '54, 350 O.H.V., teles., screen, pillion,	
Blackwell 8mg Coupe, very clean outfit.	£109 10
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BELLA '56, 150, screen, carrier, panniers, taxed	£139 10
BELLA '57, 150, self starter, screen, as new.	£155 10
BELLA '56, 200, dual seat, self starter, attractive	£155 10
BELLA '57, 200, self starter, carrier, black.	£169 10
BINETTA '57, 50 c.c., 2 speeds, spring frame, speed.	£49 10
BINZ '57, 50 c.c. Scooter, screen, maroon finish.	£65 10
BOWN '57, 50 c.c., speedo, leg shields, screen.	£49 10
B.S.A. '57, Dandy, 1 owner, low mileage.	£129 10
DATTON '57, 225 Albion, really nice condition	£159 10
DATTON '57, 250 Twin, 700 miles, perfect.	£199 10
DIANA '56/7, 150, screen, pillion, carrier.	£149 10
DIANA '57, 150, pillion, screen, carrier, etc.	£179 10
HEINKELE '57, 175, screen, spare wheel, 4,000 miles	£109 10
KIEPIT '56, 200, self starter, spare wheel, 2,000 miles	£149 10
LAMBRETTA '54, 125, pillion, carrier, nice condition	£89 10
LAMBRETTA '55, 150 Model B, screen, pillion, carrier	£89 10
LAMBRETTA '55, 150, spare wheel, carrier, screen, tax.	£99 10
LAMBRETTA '56, 150, pillion, carrier, s/wheel, screen	£119 10
LAMBRETTA '55, 150, self starter, pillion, etc.	£59 10
LAMBRETTA '57, 150, self starter, pillion, carrier	£135 10
LAMBRETTA '57/8, 150 Mark III, £20 extras.	£149 10
LEOPARD '57, 50 c.c. Bobby 6, 2-seater, speedo, tax.	£55 10
MAKOLETTA '57, 250, screen, carrier, taxed Dec.	£199 10
MERCURY '56/7, 48 c.c. Merette, 4 stroke, ex. cond.	£49 10
MERCURY '56/7, 50 c.c. Hermes Scooter, pillion, etc.	£49 10
M.S.U. '55, 50 Quickly, taxed December, attractive	£59 10
M.V.S. '57, 150 Prima, screen, s/wheel, bags, etc.	£169 10
PIATTI '56/7, 125, spare wheel, screen, carrier.	£89 10
PIATTI '57, 125, screen, carrier s/wheel, only 1,000 m.	£89 10
PROGRESS '57, 175, screen, d/seat, ex. condition	£139 10
TERROT '57, 125, screen, d/seat, and carrier.	£109 10
T.W.H. '57, 125 Tussy de luxe, only 110 miles.	£149 10
T.W.H. '57, 200 Contessa, screen, superb condition	£189 10
VESPA '59, 125, pillion, carrier, taxed.	£119 10
VESPA '55, 125, pillion, carrier, screen.	£89 10
VESPA '56, 125 dual seat, spare wheel, etc.	£109 10
VESPA '56, 150 Gran Sports, screen, s/frame, ex. cond.	£129 10
VESPA '58, 125, dual seat, under 10 miles.	£117 10
VESTING '57, 50 c.c. Moped, swing arm, dual seat	£59 10
VICTORIA '57, Scooterite, screen, low mileage.	£89 10
WABO '58, 98 c.c. Villiers, speedo, pillion, taxed	£59 10
WABO '57, 150, pillion, screen, taxed December.	£89 10
ZUNDAPP '57, 50 c.c. Combinette, 2 speeds, spr. frame	£49 10
LAMBRETTA '55/6, 150, Steib box sidecar.	£109 10
LAMBRETTA '57, 150 Mark III, Watsonian.	£119 10
A.C. PETTIE '54, 350 c.c., s/starter, sun roof, bumpers	£189 10
HEINKELE '57, 150 saloon, heater, spare wheel, etc.	£219 10
IBETTA '57, heater, blinkers, etc., nice condition.	£279 10
MESSERSCHMITT '56, 175 2-seater, heater, taxed	£189 10
MESSERSCHMITT '57, KR 200 de luxe, absolute gift	£259 10
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